REGISTERED No. 61—1871.

The Bombay Gazette.

No. 7,271.—New Series. BOMBAY:—WEDNESDAY, MAY 29, 1872. Subscription in Advance { For a Year .....Rs. 42 / For Six Months..Rs. 24 } Including Postage.

THE BOMBAY GAZETTE.

The Rates of Subscription to the *Gazette*, in advance, for Town and Country, are now on the following reduced scale:—

One Year, *in advance*	Rs. 42
Half Year ,,	,, 24
Three Months ,,	,, 14
One Month ,,	,, 5

For a Weekly Subscription, in advance, of Rs. 1-8-0, the *Gazette* is now delivered each morning at any address in town, or posted free to any address Up-country.

TERMS FOR ADVERTISEMENTS.

Ten Lines and under—

First insertion	Rs. 5 0
Second do	,, 2 8
Third do	,, 2 8
Fourth and succeeding insertions	,, 0 2½ As.

per line, but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion	8 As. per Line.
Second do	4½ ,, ,,
Third and succeeding	2½ ,, ,,

in the Native Languages, double the above.

For Advertisements which are to be inserted for a considerable time, special contracts may be made.

Domestic Occurrences: Each—Rupee 1.

All Cheques, Money Orders, and other Remittances, should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Contract with Government, despatch Steamers as above with Mails, Passengers, and Cargo, every fourteen days.

The Steam-ship HIMALAYA, 1,341 Tons, 250 H.P., Commander C. Heasman, will be despatched on THURSDAY, the 30th May 1872, at 4 P.M.

Leave BOMBAY	May 1872.	Leave Tuticorin	June 1872.
,, Rutnasherry*	31	,, Colombo	8
,, Vingoria*	31	,, Galle	9
,, Carwar	June 1	,, Negapatam	12
,, Mangalore*	2	,, Madras	14
,, Cannanore*	3	,, Coconada	16
,, Tellicherry*	3	,, Viragapatam	17
,, Calicut*	4	,, Bimlipatam	17
,, Beypore*	4	,, Gopaulpore	18
,, Narakal	5	,, False Point	18
,, Cochin*	5	Arrive CALCUTTA	21
,, Allepey*	6		

During the South West Monsoon, viz. from 18th May 1872, to the end of August, it is uncertain whether communication can be maintained with the ports of Rutnagherry, Vingoria, Mangalore, Cannanore, Tellicherry, Calicut, Beypore, Cochin and Allepey. The Steamers, however, will call at these ports weather permitting, but passengers for the Neilgherries may be landed at Narrakal six miles North of Cochin, from whence they may proceed by back water to stations on the Madras Railway.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF via KURRACHEE.

Interchanging Cargo and Passengers at Bussora, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch a Steamer every 14 days to the Persian Gulf, touching at KURRACHEE, GUADUR, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, MAHOMERAH, and BUSSORAH.

The Steam-ship ETHIOPIA, 1,132 Tons, 200 H. P., Commander T. Sanders, will be despatched on WEDNESDAY, the 5th June 1872, at noon.

	June 1872.		June 1872.
Leave BOMBAY	5	Leave BUSSORAH	24
Arrive Kurrachee	8	Arrive Fao	24
,, Guadur	10	,, Bushire	26
,, Muscat	12	,, Maharine	26
,, Bunder Abbas	14	,, Linga	30
,, Linga	16	,, Bunder Abbas	July 2
,, Bushire	18	,, Muscat	4
,, Fao	20	,, Guadur	6
,, BUSSORAH	21	,, Kurrachee	8
		,, BOMBAY	12

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, and in connection with the Weekly Service from England, despatch a Steamer to Kurrachee every WEDNESDAY commencing from 29th May, 1872.

The Steam-ship KURRACHEE, 510 Tons, 190 H. P., Commander J. Arras, will be despatched on WEDNESDAY, the 29th May, 1872, at noon.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM FERRIES (under contract with Government).—Steam Ferry Boats will ply across the Harbour daily, stopping at the undermentioned Bunders:—

Fares from Bombay to

Class.	Rewas.	Dhurumtur.	Oorun.	Hog Island.	Oolwa.
	Rs. a.	Rs. a.	Rs. a.	Rs. a.	Rs. a.
First Class	2 0	3 0	2 0	2 0	3 0
Second Class	0 12	1 0	0 8	0 12	0 12
Third Class	0 8	0 0	0 4	0 6	0 9

The Rewas and Dhurumtur Ferry Steamer leaves Carnac Bunder daily at 8 A.M., and Dhurumtur at 1 P.M. The Oorun, Hog Island, and Oolwa Ferry Steamer leaves Carnac Bunder daily at 8-30 A.M., and Oolwa at 1 P.M. Passengers are required to obtain Tickets from the Bunder Clerk previous to proceeding on board.

J. A. SHEPHERD.

No. 33, Meadow Street, Bombay.

STEAM COMMUNICATION WITH ITALY.
(VIA SUEZ CANAL.)

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.
The regular Steamers leave

GENOA on the 24th, and BOMBAY on the 1st of each month.

PASSENGER RATES.

Inclusive of all Transit Fees through the Suez Canal.)

To	1st Class.	2nd Class.	3rd Class.	
Aden	22	15	8	
Suez	36	22	8	
Port Said	38	24	9	
Alexandria	39	25	9-10	
Messina	50	34	14	Without Food.
Naples	50	34	14	
Leghorn	50	34	14	Including Wines.
Genoa	50	34	14	
Marseilles (transhipment as Genoa)	52	35	14-10	

Children under 3 years, free of charge.
Children not above 10 years, half fare.
Next Steamers from Bombay:—
INDIA, on SATURDAY, 1st June 1872.
ARABIA, on MONDAY, 1st July 1872.
The exact hour of departure will be fixed and published a day or two previous to sailing.
For Hand-books of Information, Rates of Freight, &c., apply to
VOLKART BROTHERS,
Agents Rubattino Steam Navigation Company.
Bombay, 30th September 1871.

NOTICE.—CONSIGNEES of CARGO per ship TEVIOTDALE, Captain Nicol, from London, are requested to receive their GOODS as they come to hand, failing which the Captain will land the same in his boats immediately.
Captain Nicol will not hold himself responsible for any deficiency or damage to the Goods after they have left the ship's deck.
THOMAS STEUART & Co., Agents.

HOTELS.

ALEXANDRA HOTEL, MATHERAN.—Mr. J. C. PINTO, the Proprietor, begs to inform the Public that the above Hotel, so well known for its excellent accommodation, is now OPEN for VISITORS. There are three separate Bungalows attached to the Hotel, well adapted for Families. Superior articles are supplied at moderate Prices, and every care is taken for the comfort of the Visitors. The Hotel is well situated, in a breezy locality, under the shade of large trees, which diminish the glare and keep the extensive compound always fresh and cool. Mr. Pinto has also Some Houses to Let, and undertakes to look after Bungalows on the Hill at a charge of Rs. 30 per annum.

BYCULLA HOTEL,
(BY JEEWANJEE & Co.,)
JUNCTION OF BELLASIS AND CLARE ROADS, BYCULLA.

BYCULLA HOTEL, which is within a few minutes' walk of the Byculla and Grant Road Railway Stations, is acknowledged to be the best in Bombay. Having been built expressly for such an Establishment, the building possesses advantages over Bungalow Hotels, special care having been taken in the arrangements of the Rooms, which are large and lofty, to secure the best ventilation, and thus to keep the whole Hotel cool. The furnishings and fittings have been selected with a special view to affording the greatest comfort to Residents and Visitors, and ample accommodation has been provided for Families. The Table is supplied in a manner unsurpassed in Bombay, and care is taken that the Wines and other Liquors are of the first quality.

Adjoining the large Dining Saloon are a Library and six fine Billiard Tables.

Hot and Cold Baths always ready.

Extensive Garden.

Visitors arriving by Train should book for Byculla Station, and NOT for Bores Bunder.

JEEWANJEE & Co.

ALUMINIUM WATCHES.

£1 1s.; £1 10s.; £1 15s.; extra jewelled £2 2s.

KEYLESS WATCHES, £1 10s., £2 2s., £3 3s.; £4 4s. Gold Plaque, plated with Gold, £5 5s., £6-6 Same as supplied by us to H. R. H. the Prince of Wales and the late Earl Mayo, Viceroy of India.

ILLUSTRATED CATALOGUE of these Marvellous Machine-made Time-keepers specially adapted for use in India, forwarded post free per next Mail.

MILLIKIN & LAWLEY,
168, STRAND, (ADJOINING STRAND THEATRE), LONDON.
* Rupee Notes can be remitted in payment, reckoning at two Shillings per Rupee."

SHIPPING.

OVERLAND ROUTE.
On Friday, the 31st May, at 3 P.M., from Mazagon.

THE P. & O. Co.'s S. S. SIMLA, (2,440 tons, and 63 H.P.) Captain G. N. Hector, will LEAVE for SUEZ as above, carrying H. M.'s Mails, also Passengers and Cargo for that Port, Brindisi, Southampton, &c.

Cargo can also be booked through to Messina, Naples, Leghorn, Genoa, Trieste, Venice, Odessa, Constantinople, Ancona, Marseilles, Havre, Liverpool, London and New York.

No Cargo can be received on board after sunset on the day previous to sailing.

The Company reserve the option of forwarding all Goods shipped by their steamers for Europe, through Egypt, either by Rail, or by Canal in their own steamers, or in vessels employed for the purpose.

Passengers are requested to send their heavy baggage to Mazagon before 10 A.M. on the day of the Steamer's departure, in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Mazagon at 3 P.M., precisely, on the day of sailing.

GEORGE F. HENRY, Superintendent.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

On Monday, the 3rd June, at 3 P.M., from Mazagon.

THE P. and O. Co.'s S. S. ORISSA, (1,646 tons and 300 H.P.) Captain F. S. Tomlin, will be despatched as above, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not lodged in the Company's office before noon, on Friday, the 31st May.

GEORGE F. HENRY, Superintendent.

STEAM TO KING GEORGE'S SOUND, MELBOURNE, AND SYDNEY.

ON SATURDAY, the 1st JUNE, at 3 P.M., from Mazagon, the P. and O. Company's S.S. BANGALORE, (2,053 tons and 500 H. P.) Captain G. C. BURNE, will be despatched as above, calling at Galle. For Freight or Passage apply to

GEORGE F. HENRY,
Superintendent, F. & O. Company.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

MONTHLY LINE OF STEAMER BETWEEN BOMBAY AND TRIESTE VIA SUEZ CANAL.

The next Steamers from Bombay will be the SPHINX, 1,400 Tons, about 10TH JUNE. This Steamer has only limited accommodation for a small number of Passengers.

PASSENGER RATES FROM BOMBAY PER SPHINX.

	Cabin.	Deck with Food
To Trieste	£40	£19- 0
To Port Said	£30	£14- 6
To Suez	£28	£13- 7

Children under 3 years of age, Free; above 3 and under 10 years, Half Fare.

The rates for Cabin Passengers include food and table wine, transit through Egypt, fees and free conveyance of 3 cwt. luggage. For Baggage in excess ₹4 per Ton is charged.

For further particulars, and for Freight and Passage, apply to the Agency of the Austrian Lloyd's Steam Navigation Company.

A. C. GUMPERT, Manager.

Bombay, 12, Meadow Street, 15th May 1872.

SALES BY AUCTION.

MENESSE AND COMPANY.

TO-MORROW THURSDAY, the 30th inst., Messrs. MENESSE and Co. will hold their usual Weekly Auction Sale at their Rooms, of a quantity of Grey, Coloured, and White Piece Goods, Twists, &c.

9 Bales Turkey Red Yarn.
7 do. Grey Shirtings, 7-8/ lbs.
3 do. Grey T. Cloth.
2 Cases Colored Serries.
5 do. Colored Prints.
3 Cases Saffrons.

At 2 P.M., in the Town Custom House, on account of the concerned, ex British Statesman:—
70 Cases Gin, capsuled by Lin and Brick.

AUCTION SALE OF LANDED PROPERTY.

THIS DAY WEDNESDAY, the 29th inst., at 4 P.M., Messrs. MENESSE & Co., will sell by Public Auction on the undermentioned Landed Property on account and at the risk of the mortgagors Ayeshabebee, widow of Abdoor Raheeman Kurjakur, and her sons Saik Mahamood Meya bin and Ahmed Meya bin Abdoo Raheeman Kurjayker, by order of Bhunsalee Pudunsee Daisur, the mortgagee.

All that piece or parcel of land or ground, with a dwelling-house standing thereon, situate at New Town, without the Fort of Bombay, in the subdistrict of Bhoolehwur, fronting on the west side of Goolam Mohoedin Soobedar Street, registered in the books of the Collector of Land Revenue under Nos. 1,483 and 1,484, and assessed under No. 25, containing by admeasurement about 180 square yards, and bounded on the east by the sweepers' passage, on the west by Goolam Mohoedin Subedar Street, on the north by the house of Shu Vyndenum Viroujlal, and on the south by the house of Bhow Meya Kurjeykur.

For further particulars apply to the undersigned.

MENESSE & Co.

Bombay, 29th May 1872.

MEHRJEE, JOHNSTON AND COMPANY,
No. 25, APOLLO STREET.

AUCTION SALE of neat and valuable Household Furniture, Best Plated Glass and Porcelainware, Piano, Clock, Pictures, Argand Lamps, Carriages, Horses, &c., at Marine Lines, Esplanade.

THIS DAY WEDNESDAY, the 29th day of May 1872, Messrs. MEHRJEE JOHNSTON & Co. will sell by Public Auction at the above place, the whole of that valuable Household Furniture, &c., being the property of C. A. Stuart, Esq. (Post Master, Bombay), proceeding to Europe, comprising drawing, dining, bed, bath and dispense room furniture, consisting of sofas, easy and arm chairs, loo tables, pier, dining and dressing tables, sideboard, wardrobe, chest of drawers, chiffonier, bookstand, screen, carpet, clock, pictures, hanging argand lamps, table ornaments and vases, one rosewood cottage piano by Charles Cadby, fancy stool, 4 sepoys, Bengal cots with mattress, best plated rich glass and excellent porcelainware, china matting and miscellaneous articles.

AT 2 P.M.

1 English Brougham by W. Biddlecombe, 1 English Light Buggy, by Lewis Salisbury, and one grey horse, set.
Also, the property of another Gentleman left for Up-country.
One English light Mail Phaeton and one Shigram.
The Property is now on view.

MEHRJEE, JOHNSTON & Co.

Bombay, 29th May 1872.

LAMPS! LAMPS!!
FOR
KEROSENE, PETROLEUM, & PARAFFIN,
WRIGHT AND BUTLER,
EXPORTERS AND MANUFACTURERS.

AMERICAN BURNERS AND FIXINGS.

PHOTOGRAPHS UPON APPLICATION.

Everything appertaining to this Trade.

Orders must be sent through an English House or accompanied by 60 days' draft.

Birmingham—NEW JOHN STREET, WEST.

PATENTEES OF THE CELEBRATED "ECLIPSE."

NO CHIMNEY BURNER.

J. W. BENSON,
Watch and Clock Maker to H. R. H. the PRINCE OF WALES.

PRIZE MEDALS—LONDON, DUBLIN, & PARIS.

Steam Factory for Clocks and Watches,
LUDGATE HILL & OLD BOND St., LONDON.
ESTABLISHED 1749.

Merchants, Shippers, & Wholesale Buyers,

ARE specially invited to obtain from the Manufactory the ILLUSTRATED CATALOGUE of WATCHES, CLOCKS, CHAINS, JEWELLERY, &c., before sending their Orders elsewhere, as not only are the discounts liberal, but a selection can be made from the largest stock in the world.

Orders can be sent direct to the Manufactory (Ludgate Hill), or through Merchants or Shippers in England.

WATCHES—To suit all climates, all countries, all tastes, and the occupations of every one, 200,000 have already been sold, and are in all parts of the world, at prices from 2 to 200 Guineas.

WATCHES—Chronometers, Chronographs, Keyless, Repeaters, Levers, Horizontals, for Ladies and Gentlemen.

CLOCKS—For Dining and Drawing Rooms, Carriages, Churches, Hall or Shop, Perpetual Calendars, Wind Dials, &c.

JEWELLERY—Specialities in Monograms, Diamonds, Crystals, and Fine Gold, for Bridal and other Presents.

SILVER AND ELECTRO PLATE—For Presentation, Racing, Dinners a la Russe, or Tea Tables, &c., &c.

Watches sent safe by Post to all parts of the world.

WHITMORE'S COMPOUND LINIMENT OF ARNICA.—A Specific for the cure of Rheumatism, Lumbago, Sciatica, Sprains, Contusions, Weakness of the Joints, Chilblains, &c. It is also an excellent remedy as a stimulating application to the surface of the Chest and Back in Bronchitis, Inflammation of the Lungs, Pulmonary Consumption, and Hooping Cough. When the Liver is inactive, rubbed over it, its stimulating properties have a beneficial effect, and in all cases where counter-irritation is desirable, it will be found invaluable. In bottles, small, medium, and large.

Wilkinson's Bronchio-Thoracic Lozenges.

Prepared from the receipt of an eminent Physician, and experience has fully justified their recommendation as the most speedy remedy in irritation of the Throat, Catarrhal Coughs, Bronchitis, Incipient Consumption, Spitting of Blood, &c., &c. To public Speakers and Vocalists they will be found invaluable, as they impart a clear and beautiful tone to the voice. Free from any preparation of Opium, and of an agreeable taste, they are applicable to all.

Whitmore's Stomachic and Liver Pills.

No Pill is so efficacious in promoting digestion, strengthening the Stomach, correcting Acidity, preventing or removing Headache, Giddiness, &c., arising from a Costive Habit, Debilitated Stomach, or Torpid Liver. In bottles, small, medium, and large. They require no change of diet, and those of the most delicate constitution may take them with safety.

Taken as an adjunct with Wilkinson's Sarsaparilla with the greatest success.

Prepared only by Thomas Wilkinson, 270, Regent Street, London.

Bombay:
Wholesale and Retail Agents, Treacher & Co., Limited, Medical Hall, Byculla, and Fort, Poona.
And of the principal Firms in India and the Colonies.

NEW ADVERTISEMENTS.

VICTORIA THEATRICAL COMPANY.

TO-NIGHT, WEDNESDAY, the 29TH INST.,
KHOORSHED,
To be followed by a Novel Exhibition of
FLYING AND SINGING FAIRIES!

NEW BANK OF BOMBAY (Limited).—Mr. JAMES H. SLIGHT has been appointed to officiate as DEPUTY SECRETARY and TREASURER during the absence of Mr. W. Fraser.

By order of the Board of Directors,
M. BALFOUR,
Secretary and Treasurer.

Bombay, 28th May 1872.

RELIANCE MARINE INSURANCE OFFICE.—We beg to intimate that we have been appointed AGENTS of the RELIANCE MARINE INSURANCE OFFICE, and are prepared to accept risks.

SPENCER, SHAW, & Co.

Meadow Street, 28th May 1872.

NOTICE.—TENDERS will be received, up to the 8th June, for the SUPPLY of two hundred tons of COAL to the Mint.

H. BALLARD, Col., R.E.,
Mint Master.

H. M.'s Mint, Bombay, 28th May 1872.

TUG FOR SALE.—I am prepared to receive offers up to the 3rd proximo for the Steamer "RUSTOM," built at Liverpool in 1854—has a pair of condensing Engines of 45 H. P. by Fawcett and Preston, new Boiler and overhaul in 1871, gross tonnage 97-56, register tonnage 51-23, length 101·6, breadth 17·6, depth 8·3—as she now lies in the Elphinstone Basin.

THOS. ORMISTON, Chief Engineer,
Government Reclamation Works.
Elphinstone Bunder, 22nd May 1872.

KOUSANIE TEAS
Of Season 1871-72.
Souchong and Kousanie Mixture.
Cash Rs. 4 Packet of 2 lbs. Credit Rs. 4-8
Hyson and Orange Pekoe.
Cash Rs. 2-4 Packet of 1 lb. Credit Rs. 2-8
TREACHER & Co. (Limited).

LIST of ARTICLES MANUFACTURED by Prison Labour, for SALE at H. M.'s COMMON JAIL of Bombay, Oomercarry, at the following REDUCED PRICES, viz:—

Table Cloths	5½ ft. by 5½ ft.	Rs. 3 8	each.
Do.	6 ft. by 6 ft.	,, 4 0	do.
Do.	7 ft. by 7 ft.	,, 5 8	do.
Do.	8 ft. by 8 ft.	,, 7 8	do.
Do.	9 ft. by 9 ft.	,, 9 0	do.
Table Napkins	15 in. by 15 in.	,, 1 8	per doz.
Do.	17 in. by 17 in.	,, 2 0	do.
Do.	19 in. by 20 in.	,, 2 8	do.
Do.	22 in. by 22 in.	,, 3 0	do.
Towels, Bathing	5 ft. by 3 ft.	,, 15 0	do.
Do. Medium size	3 ft. by 3 ft.	,, 12 0	do.
Do. Ordinary ,,	3 ft. by 3 ft.	,, 9 0	do.
Butlers' Towels with red border		,, 4 0	do.
Kitchen Towels with blue border		,, 3 0	do.

Fine Check and Stripe Cloth for Trowsers, 10 in. wide, at annas 9 per yard.
Ordinary do. do. for do. at annas 7 per yard.
Drill and Sheeting Cloths, at annas 7 per yard.
Stout Dungaree, Rs. 16 per piece of 30 yards.

N. B.—Other descriptions of Cloth made to order.

Terms.—Cash on delivery.

For further particulars apply at the Jail Office.

H. M.'s Common Jail of Bombay, Oomercarry, 29th May 1872.

J. & C. White & Co.'s SHERRIES.

	Cash. Rs. a.	Credit. Rs. a.
PALE DINNER, an excellent light dry wine for general family use, per doz.	22 8	25 0
VINO DE PASTO, a full-bodied generous Dinner Wine	26 0	29 0
SUPERIOR PALE (J. & C. White's well known "White Seal" brand), a richly flavoured mellow Wine	28 0	31 0
MANZANILLA, a delicate and very dry, in high esteem among connoisseurs as the "Convent" Wine	34 0	38 0
LIGHT AMONTILLADO, a soft, pure, delicate wine (genuine juice of the grape, which cheaper wines offered as Amontilado usually are not)	38 0	42 0
SUPERIOR AMONTILLADO; this *ne plus ultra* of Sherries may fairly be said to be unequalled for delicacy, dryness and aroma	44 0	48 0

J. & C. White & Co.'s PORTS.

FINE PORT, a sound good wine, with full body and flavour. Quarts, per doz	27 0	30 0
Do. Pints, ,,	16 0	18 0
SUPERIOR PORT, a fine-class rich old wine, with fine bouquet. (Suitable for invalids) Quarts, per dozen	34 0	38 0
Do. Pints, ,,	19 0	21 0

AGENTS,
TREACHER & Co. (Limited).

NOTICES.

DR. A. FITZPATRICK,
SURGEON DENTIST,
(LATE OF CALCUTTA,)

BEGS to inform the Nobility and Gentry of Bombay that he has been induced to begin Practice in this City, and can be consulted daily from 10 A.M. to 5 P.M. at his Office, 22, Rampart Row, Fort, adjoining the Post Office, Bombay.

NOTICE.

MR. A. GABRIEL, compelled by ill-health to leave Bombay, has much pleasure in informing his Friends and Patients that, awaiting himself of Dr. Fitzpatrick's arrival in Bombay, he has made arrangements with that well-known Gentleman to take over his Practice.

THE ESPLANADE HOTEL.

EX MIRZAPORE.

PRIME YORK HAMS.
PRIME WILTSHIRE BACON.
CHESHIRE CHEESE.
CHEDDAR CHEESE.

ALL THE ABOVE ARE CUT AT THE ESPLANADE HOTEL.

GYMKHANA KIT.

CRICKET.	FENCING.	RACKET.
BATS.	FOILS.	BATS.
BALLS.	JACKETS.	BALLS.
BOOTS.	HAND GUARDS.	PRESSES.
GLOVES.	LUNGING PADS.	SHOES.
LEG GUARDS.	MASKS.	FIVES BALLS.
STUMPS.	SINGLE STICKS.	&c., &c.

And Sundries of every description,
BY BARTLETT, CLAPSHAW, DUKE, LILLYWHITE, PAGE & JEFFERIES,
On sale by
TREACHER & Co. (Limited).

THOMAS D. MARSHALLS' GENTLEMEN'S FIRST-CLASS BOOTS.
at Moderate Prices for Cash.
THE NEW ILLUSTRATED CATALOGUE
with Particulars of Special and Convenient Arrangements for Indian Residents, Post free to India.
GENTLEMEN'S ELASTIC BOOTS,
Calf for walking, or Patent Leather for Dress Fits, Hide Hunting Boots 45s., Morocco Slippers 7s. 6d. Orders should be accompanied by pattern boot or paper pattern of sole the size required, and Remittance crossed "Bank of England."
Prepaid Orders, if over £5, sent Carriage free to Bombay, Calcutta or Madras.
THOMAS D. MARSHALL,
192, OXFORD STREET, LONDON, W.

BENTON AND JOHNSON,
MANUFACTURERS OF
GOLD AND SILVER THREAD
of every description for the
INDIA AND CHINA MARKETS,
Gold, Silver, and Tinsel Twists—Braids—Bullions, &c., &c., for Embroidering.
63, KING'S CROSS ROAD,
LONDON.
GOLD LEAF, BEST QUALITY, 45s. per 1,000.

ENGLISH GOODS
(Via Suez Canal)
AT CHEAPEST RATES.
D. NICHOLSON & COMPANY,
SILK, WOOLLEN AND MANCHESTER WAREHOUSEMEN
India, Colonial and Foreign Outfitters,
50 TO 52, ST. PAUL'S CHURCHYARD,
(Corner of Cheapside) London.
ESTABLISHED 1843,
Invite attention to their Illustrated 120 page Catalogue, sent post free, containing full particulars as to WOOLLEN, SILK and COTTON GOODS of every description.
LADIES' CLOTHING, LINENS, HOSIERY, GLOVES, RIBBONS, HABERDASHERY, JEWELLERY, &c.
Contractors for Military and Police Clothing and Accoutrements.

Household Furniture, Mourning and Funeral Requisites, Ironmongery, Fire-arms, Agricultural Implements, Cutlery, Carriages, Saddlery and Harness,	Boots and Shoes, Wines, Ales, Beers, Preserved Provisions, Stationery, Books, Toys, &c., &c.

Shipped at Lowest Export Prices.
Sole Agents for the "Wanzer" and the "Gresham" Sewing Machines for the City of London.
Foreign Produce disposed of for a Commission of 2½ per cent.
Price Lists can be had of Messrs. Wheatley & Co., Bombay, and at the office of the *Englishman* Newspaper, Calcutta.

D. NICHOLSON & CO.,
50, 51 & 52, ST. PAUL'S CHURCHYARD, LONDON.
Terms.—Not less than 50 per cent. to accompany Indents, and balance against Bills of Lading.
Special advantages to Hotel Keepers and Regimental Messes.

NOTICES.

TOWN HALL ART EXHIBITION.

NOTICE.—Mr. WHITE'S PICTURE of the INSTALLATION of the DUKE of EDINBURGH as a G.C.S.I., which from unavoidable circumstances has been closed to the Public for a few days, is again OPEN DAILY from 10 A.M. to 6 P.M.

NOTICE.—To be SOLD by PUBLIC AUCTION in H. M.'s Dockyard, on TUESDAY, the 4th June 1872, and the days following, a quantity of SERVICEABLE and UNSERVICEABLE MARINE STORES, consisting of Awnings, Sails, Rope old (Coir and Europe), Booms, Masts, Yards, Old Brass, Copper, Iron and Lead, Compasses, Artificial Horizons, Tanks Iron, Moss Kits and Coal Dust, &c. Terms of Sale as usual, and for further particulars apply to the Undersigned.

W. L. SEARLE,
Lieutenant, late I. N., Marine Storekeeper.
Marine Storekeeper's Office, Bombay, 23rd May 1872.

CHAMBER OF COMMERCE.—NOTICE.—A SPECIAL GENERAL MEETING of the MEMBERS of the CHAMBER of COMMERCE will be HELD on WEDNESDAY, the 5th June, at 12 o'clock, noon, at the Office of the Chamber,—to receive the Report of the Committee on the questions of the improvement of the Elphinstone Property, and the formation of a Port Trust, and to pass such Resolutions in reference thereto, as may be considered expedient.

The attendance of Members is particularly requested.

By Order of the Committee,
JAMES TAYLOR, Secretary.
Bombay, Chamber of Commerce, 23rd May 1872.

BOMBAY OMNIBUS COMPANY,
Khetwady Road, No. 141.

CARRIAGES of all description, with or without Horses; also SINGLE HORSES and PAIRS, may be HIRED at a MODERATE CHARGE. Agreement made by the month at reduced rates. Horses shod under the supervision of a practical Farrier. Orders will be received at the Premises, Khetwady, by Mr. BURDETT, Manager, or at No. 2, Ash Lane, Fort.

FOR CHARGES, SEE CARD CIRCULARS.

FOR SALE, One MAIL PHAETON and Pair of young Australian HORSES.

NORTH BRITISH MERCANTILE INSURANCE COMPANY.

LIFE BRANCH.

REDUCTION TO HOME RATES.

We have pleasure in announcing the decision of the Directors that the REDUCTION OF PREMIUM to the HOME SCALE OF RATES shall commence from the date of leaving Alexandria or Port Said for Europe without Medical Certificate or fresh examination.

W. NICOL & Co., Agents.

Bombay, 14th May 1872.

THE TELEGRAPH DESPATCH AND INTELLIGENCE COMPANY, LIMITED, with which is incorporated THE LOMBARD TELEGRAPHIC NEWS AGENCY.

Chief Offices: 2, ROYAL EXCHANGE BUILDINGS, LONDON.

PASSENGERS' TELEGRAMS.

Passengers can Telegraph their arrival at Home, together with any Casualty, Birth, or Death arising on the Voyage, to their Friends in India, upon pre-payment of the following Rates, and Registering their Names, either at the Company's Offices (as above) or to their Authorised Agents at Southampton, Liverpool, &c.:—

For a Message to

BOMBAY	Rs. 10 8
CALCUTTA	10 8
MADRAS	10 8
CEYLON, AND ALL PARTS OF INDIA	12 0

AGENTS.

NEW YORK—The Wall Street Financial and Commercial Bureau.
CALCUTTA.—Messrs. J.T. Livermore & Co., 4, Wellesley Place.
BOMBAY.—Office, 5, Armenian Lane.

Other Ports will shortly be announced.

NOTICE.—SEALED TENDERS for the supply for ONE YEAR of WAX CLOTH, WRAPPING CLOTH, COUNTRY SEALING WAX, TWINE, GUNNY, DAMMER, &c., required for the use of the Bombay General Post Office will be received by the Undersigned on the 1st June 1872 at 12 o'clock, noon.

2nd. Parties tendering must make a Cash deposit of Rs. 500, which will be forfeited in case the party whose Tender may be accepted should refuse to fulfil the Contract or should fail to furnish forthwith the Security required by the Department.

3rd. No reason will be assigned for the rejection of any Tender.

4th. Samples of the articles to be supplied, and the forms of tender can be seen, and particulars known, by personal application at this Office between the hours of 11 A.M. and 4 P.M. daily.

5th. The tender is to include the supply of Candles to the G. I. P. Railway Sorting Establishment.

C. A. STUART, Postmaster.
Bombay Genl. Post Office, April, 1872.

BOMBAY, BARODA, and CENTRAL INDIA RAILWAY.

OPENING OF THE KATTYWAR EXTENSION TO WUDWAN.

The Line is now OPEN to WUDWAN for PASSENGER and GOODS TRAFFIC.

Passenger Trains leave Ahmedabad at 7 A.M. and arrive at Wudwan at 2 P.M., and leave Wudwan at 11-50 A.M. and arrive at Ahmedabad at 6-50 P.M. daily.

The rate for Full Pressed Cotton is Rs. 26-6-5 and Half Pressed Cotton Rs. 33 per ton, Wudwan to Bombay.

J. R. DUXBURY,
Traffic Manager.

Fort, 25th May 1872.

GREAT INDIAN PENINSULA RAILWAY.

ALTERATION OF TRAINS.

On and from SATURDAY the 1st June 1872, and until further Notice, the following ALTERATIONS in the running of TRAINS will take effect:—

The Down South East Mail Train will leave Bombay as at present, and will reach Kistna at 10-50 instead of 10-33 A.M. the following morning, leave Chicksagore at 2-18 P.M., and reach Raichore at 3-0 P.M.

The Up South East Mail Train will leave Raichore at 9-30 A.M. instead of 12-30 noon, arrive at Chicksagore at 10-2 A.M., leave Kistna at 1-25 P.M., reaching Bombay at 12-15 noon as at present.

The Up Passenger Train will leave Nagpore as at present, but will reach Bhosawul at 10-0 instead of 10-30 P.M. as at present.

The Up and Down Mixed Trains on the Nagpore Extension will be worked through between Bhosawul and Nagpore in one day instead of being worked between Bhosawul and Budnaira and Budnaira and Nagpore respectively in two days as at present. The Down Mixed Train will leave Bhosawul at 5 0 A.M. and reach Nagpore at 10-15 P.M. The Up Mixed Train will leave Nagpore at 5-15 A.M. and arrive at Bhosawul at 11-40 P.M.

During the Monsoon, Passengers, Luggage, Goods, &c., will be conveyed over the River between Kistna and Chicksagore Stations by the Company's Road Conveyances and Ferry steamer, under similar arrangements and extra charges as were adopted last year, and of which notice will be given.

For other and consequent alterations at intermediate Stations see the published Time Bills of the Company dated 1st June 1872, and further information can be obtained from the Undersigned.

HENRY CONDER,
General Traffic Manager.

Bombay, 27th May 1872.

IN the HIGH COURT of JUDICATURE at BOMBAY.—Late Supreme Court File.—Equity Side.

SHREECRUSTNA NARRONJEE.....Complainant.

vs.

BHAEE PANDRANG, WILKES HILL, Esquire, Acting Official Assignee of the Estate of WASSOODEW PANDRANG, an insolvent, NARRAYEN PANDRANG, TOOKARAM PANDRANG, and RUCKMABAEE, widow of the late Pandrang Pootlajee.....Defendants.

Pursuant to the decree made in the above cause and bearing date the 9th day of January 1869, the following IMMOVEABLE PROPERTY will be SOLD by PUBLIC AUCTION before CHARLES PHILIP COOPER, Esquire, Acting Master in Equity of this Honourable Court, at his Office, in the Court House, on WEDNESDAY, the Nineteenth day of June, One Thousand Eight Hundred and Seventy-

COMMERCIAL INTELLIGENCE.

SHARE MARKET.

TUESDAY AFTERNOON.

MARKET opened dull for Government Paper, there being only inquiry for 4 per cents.

BOMBAY BILL AND STOCK LIST.

BANKS.

No. of Shares	Nomi. value ₹ sh.	Paid up.	Last Divi-dend.	Names.	Cash Rates per Share.
	Rs.	Rs.	p. a.		
100,000	100	all	5 p.ct.	Agra Bank	90
22,000	1,000	all	5 p.ct.	Bank of Bengal	1,600-1,610
10,000	500	all	5 p.ct.	Do of Bombay New	760
10,000	500	100	5 p.ct.	Do 2nd Res. Issue	223
15,350	1,000	all	5 p.ct.	Do of Madras	1,300
10,000	250	all	8 p.ct.	Mercantile Bk. of I. L. & China	270
40,000	261	all	12 pct.	Hong. & Shanghai Bank	410 ni.
40,000	200	all	Nil.	Chartered Bk. of I. & C.	140
37,000	250	125	Nil.	National Bank of India	108
10,000	250	all	12 do.	Oriental Bank	490

LAND COMPANIES.

4,000	5,000	all	Rs. 75	Colaba Land Co	1,595
8,000	100	all		Frere Land & Pier Co. Ld.	122
750	2,000	2,000	3 p.a.	Mazagon Land	795
6,000	1,000	all	Nil.	Mort Canning Land Company, Limited	405

RAILWAY COMPANIES.

.....	£20	218-3-0	p.c.	G. I. P. Railway Consolidated Stock	238
.....	£20	109-1-3	do.	Do. New £20 Shares	124
.....	£20	43-10-7	do.	Ditto	45
.....	£100	1,000	do.	B. B. & C. I. Railway Co.	1,125
.....	£18	199-5-1	do.	Do. New Shares	225

PRESS COMPANIES.

150	5,000	2,850	225pc	Akbar Cotton Press Co.	2,200xd.
200	2,000	1,100	75do.	Albert Co. Kurrachee	1,025
250	5,000	850	Nil.	Alexandra Press Co	400
150	12,000	11,000	300do.	Apollo Press Co	5,000
200	2,000	all	215do.	Bombay Press Co	2,300
200	500	all	50do.	Do New	550
350	1,000	1,000	...	Broach Cotton Co	1,075
100	1,500		...	Carwar Company	1,100
500	1,8-0	all	40	Colaba Press Co	6,300
350	2,000	all	200	East India Press Co	3,400
150	8,500	all	350	Fort Press Co	9,400
300	2,000	1,000	30 pc	Framji Cowasji Press Co	1,080
200	1,000	all	200	French Press Co	960
200	6,000	6,000	228 pc	Hydraulic Press Co	2,300
250	5,000	1,467	75 pc	Imperial Press Co	1,150
200	5,000	2,000	110 pc	Karachee Press Co	1,110
200	400	350	60 pc	Mofussil Press & G. Co.	630
100	2,500	all	250 pc	Prince of Wales Press	2,400
100	500	100		Scind and Punjaub Cotton Press Co., Limited	800
150	2,000	all	Nil.	Tiinevelly Press Co	857
225	2,000	1,000	250 *	Victoria Press, Madras	1,120

* Per share for the half-year.

SPINNING AND WEAVING COMPANIES.

400	2,000	1,700	150 p.c.	Albert Mills Co	1,350
800	1,250	all	75p c	Alexandra Spinning	1,195
500	2,500	all	140	Alliance Spinning	2,410
100	5,5-0	all	...	Bombay	2,525
900	1,000	all	20*	Bombay United	855
1,000	150	150	25*	Broach Mills	240
750	2,000	all	200 p.c.	Dhurumsey Spinning	2,400 xd.
750	2,000	all	200 p.c.	Great Eastern	2,050
2,500	1,000	all	140 p.c.	Manockji Petit's	1,0-5
800	1,0-0	all	Nil.	Morarjee Spinning	1,010
800	2,500	all	225	Oriental	2,435
690	2,500	2,400	216 p.c.	Royal	1,975

* Per share for the half-year

MISCELLANEOUS.

.....	2,500	1,500	75 p.c.	Bombay Burmah Trading Corporation	1,375
50,000	50	all	4½ pc	Bombay Gas Company	55
500	2,000	300	21 p.c.	Kurrachee Landing and Shipping Company	175
1,000	50	all	2 p.a.	Mechanics B'ldg Co.	24
2,000	500	all	40 p.c.	Treacher & Co	425
3,000	250	all	6 p.a.	Viegas Patent Slip Co	85

BANKS IN LIQUIDATION.

		Date of L'dation.		
.....	500	95	Jan. '66	Bank of Bombay
.....	95	19½	Do.	China
.....	250	2	Mar. '66	Central Bank
.....	...	...	...	East India Bank
.....	200	13	Feb. '67	Indian Peninsula
.....	200	70½	May '67	Royal Bank

EXCHANGE.

On	Terms.	Rate.
London	At sight	1s. 10 9/16d.
Do. Banks	6 months' sight	1s. 11 1/16d.
Do. Credits	6 Do. do.	1s. 11 3/16d.
Do. Documents	6 Do. do.	1s. 11¼d.
Calcutta	100 to 5/16d. At sight	100
Do.	30 days' sight	100
Do.	60 Do. do.	99½
Madras	At sight	100
Do.	30 days' sight	99½
China	60 Do. do.	223½

PRICES OF BULLION, &c.

Sovereigns, each	Rs. 10-0-6
Bank of England Notes	10-12
Carolus	290
Mexican Dollars	222
Five- Franc Pieces	221½
Bar Silver	106
Gold Leaf	16-13
Bar Gold 10 oz. English 100 touch	16-12 to 16-13
AustralianGold 100 touch	15-12
Government Securities	5 per cent.
Mercantile Bills	6 "

GOVERNMENT SECURITIES.

Five-and-a-half per cent	112½ to 113
New Transfer Loan of Four & half per cent. of 1862	104½ to 104¾
Four per cent	101½ to 102
Four & half per cent. (Public Works Loan)	105½
Five per cent Debenture Loan, 1866-67	103½
15 years' Debenture Loans	103½
10 years' do. do.	105
5 years' do. do.	101
Six per cent Municipal Loan House Rate	112
Do. Market Rate	112
New French Loan 5 per cent (2 f. 50 c.) of 1871	91
New French Loan (fully paid-up)	91
Paris Municipal Loan (Debenture Rs 117) per Bond.	87

SHIPPING.

DAILY FREIGHT REPORT—28TH MAY.

London	Cotton	No ship.
	Cases	
	Seeds	
Liverpool	Iron Ships Cotton	£2 5s. 0d. to £2 7s. 6d.
	Wooden Ships	£2 5s. 0d.
	Myrabolms & Coir bills	£2 0s. 0d.
	Seeds	£1 0s. 0d.
Havre	Cotton	No ship
	Coffee	
Overland	Steamers	£2 10s. 0d.
Liverpool via Suez Canal		£2 5s. 0d. to £2 7s. 6d.
China	Steamer Cotton	Rs. 7 to 8 per bale.
	Do. Opium	Rs. 25 to 30 per chest
	Sailing Ships	Rs. 4 per bale nominal
Calcutta	Salt	Rs. 4 8 0 per ton
Calcutta to Bombay		Rs. 17 and Calcutta Port charges
Mauritius		Nothing doing.

ARRIVALS.

May	Vessel.	Commander.	From
28	Yeddo (s)	Anderson	London, April 20.
	Taptee (s)	DeCosta	Carwar, May 25.

DEPARTURE.

May	Vessel.	Commander.	Destination.
28	Sir J. R. Carnac (s)	McNeil	Coast and Goa.

The following vessels obtained their port clearances yesterday :—
Ship Red Cross, Young, to Manilla.
Ship British Statesmen, Ward, to Bassein.
Barque Annie, Baker, to Rangoon.

The steamer Taptee, to Cutch, was entered out for loading yesterday.

STEAMER REPORT.

GALLE, 28TH MAY, 12-15 P.M.—China Mail steamer signalled.

COLABA OBSERVATORY.

RESULTS OF METEOROLOGICAL OBSERVATIONS made at the Government Observatory, Colaba, latitude 18° 53m. 45s. N.; Long 4h. 51m. 29s. E. Height of Barometer above the Sea = 37 feet.

May.	Mean daily values derived from 24 hourly observations. Barometer corrected to 32 deg. Fah.	Temperature of the Air.	Wet-bulb Thermometer.	Dew Point.	Relative Humidity of Air.	Extent of cloudy Sky the whole sky considered as 10.	Maximum temperature of Air read at 9 A.M. on the following day.	Minimum temperature of Air read at 9 A.M.	Wind. General Direction.	Wind. Movement in 24 hours.
	In.	O	O	O						
20	29·784	84·7	76·9	73·9	·705	2·8	89·4	81·2	W, WSW, W, WSW	226
21	·753	84·8	76·7	73·7	·698	2·8	90·0	81·0	WSW, SW, WSW, WNW, W.	202
22	·750	84·3	76·9	74·1	·719	4·3	89·9	80·0	WNW, W. WNW.	206
23	·788	84·4	77·3	74·7	·729	4·1	89·9	81·0	NW, WNW.	261
24	...	...	...	...	...	...	...	...	...	...
25	·783	84·2	76·4	73·4	·705	3·9	89·3	80·1	WNW, WNW.	NW. 270

DAILY IMPORTS.—27TH MAY.

FROM LIVERPOOL.

Parsonee (s), 32 bundles and 3 bars cast steel and 2 cases cutlery, Munro, Newsom and Co.; 10 cases iron chests, Mogjee Dossa.

Neera (s), 48 packages glassware, Ebram Poer Mahomed.

FROM LONDON.

Krishna (s), 50 kegs shots, A. N. C Gomes; 15 kegs iron rivets, 10 casks hardware, and 5 bottles quicksilver, Fazal'y Moosabhoy.

Parsonee (s), —cases sheery, 1 case claret, and 1 case portwine, King, King and Co.

Walamo (s), 13 cases worm tablets and 4 cases snuff boxes, Gaddum and Co.

Kingdom of Fife, 50 cases sheery, Cutler, Palmer & Co.

British Statesman, 30 cases claret and 5 cases portwine, Cutler, Palmer & Co.; 2 casks hardware, Mahomedally Mahomed; 150 cases brandy, Nowrojee Ardaseer and Sons.

City of Nankin, 11 cases sulphuric acid, Abdool Hoosen Goolam Hoosein.

FROM BORDEAUX.

Courier de Bombay, 1,265 cases claret, Nowrojee Ardaseer & Sons.

FROM GENOA.

India (s), 108 cases all sorts of wine, Bell, Brandenburg and Co.

FROM GLASGOW.

City of Tanjore (s), 49 cases sulphuric acid, Cowasjee Manockjee.

City of Nankin, 20 cases sulphuric acid, Hajee Ebram Hoosein.

28TH MAY.

FROM LIVERPOOL.

Parsonee (s), 5 hhds. port wine, Eduljee Pallonjee.

FROM LONDON.

British Statesmen, 31 cases biscuits and 26 cases currents, Bahimtoola Tallub; 25 cases burgundy, Payne & Co.

Robinson Crusoe, 5 cases claret and 10 cases brandy, Payne & Co.

Virago (s), 5 cases moselle, Payne & Co.

Prince Oscar, 10 cases brandy, Payne & Co.

Roodee, 10 cases champagne, Payne & Co.

Palermo, 54 cases sherry and 18 cases moselle, D. S. Kemp & Co.

Parsonee (s), 18 iron plates, Heptoola Allybhoy; 4 cases wine, N. J. Mooka.

Krishna (s), 7 casks beer, Finlay, Scott & Co.; 16 cases candles, John S. Elmore & Co.; 56 cases brandy and 18 cases wine, Bomanjee Manockjee Punthaky; 10 cases paper, M. Ghella & Co.

City of Nankin, 15 cases sulphuric acid, Jamsetjee Dadabhoy; 70 casks beer, James Bogie.

Oscar (s), 200 boxes tin plates, Thomas Steuart & Co.

Neera (s), 2 casks glassware, N. V. Currance & Co.

City of Tanjore, 50 cases sulphuric acid, Cursetjee Framjee Khorey; 25 cases sulphuric acid, Cu rimbhoy Jewabhoy.

India (s), 125 cases brandy, Edward Baudry and Co.; 50 cases brandy, Cowasjee Manockjee & Co.

FROM BORDEAUX.

Courier de Bombay, 45 cases maraschino, 7 cases assorted liquors, 854 cases claret, and 30 cases curacao, Nowrojee Ardaseer and Sons.

DAILY EXPORTS.—27TH MAY.

FOR LIVERPOOL.

Ashgrove, 160 bales cotton, King & Co.

Daniel Rankin, 100 bales cotton, Gordhun Pursotum; 200 bales cotton, Manorebhoy Luckmedass; 130 bales cotton, Luckmedass Damoder; 2,950 bundles coir yarn, Pairas Chapsey.

Oriflamme, 72 bales cotton, Gaddum & Co.; 25 bales cotton, Kunkler, Preiswerck & Co.; 40 bales coir yarn, Pestonjee Eduljee.

Celestial Empire, 2,000 bundles galls, Soonderdass Vagjee; 5,000 bundles coir yarn, Mooljee Manjee.

St George (s), 59 bales cotton, Killick, Nixon & Co.; 100 bales cotton, Heerjee Nagsee; 46 bales cotton, Govindjee Soondersee; 50 bales wool, Dhunraz Vussondass; 541 bales cotton, Adams and Kennedy; 68 bales cotton, Manockchund Dewchund; 200 bales cotton, Young & Co.; 55 bales wool, Bhagwandass Bhowanbhoy; 75 bales wool, Purmanund Purboodas; 22 bales wool, Heerasund Kheldass; 53 bales cotton, Aboo Gunnee; 200 bales cotton, Mooljee Jewraz; 100 bales cotton, Heerjee Jeena; 6 bales cotton, Veerchand Kurumchund; 75 bales cotton, Oomersee Nursee; 75 bales cotton, Canjee Lalljee; 26 bales cotton, Roopchund Bhoolcen; 50 bales wool, Mooljee Jetha; 50 bales wool, Narrondass Rumoordass.

Albatross (s), 50 bales wool, Nursee Vutuldass; 38 bales cotton, Cassumbhoy Nanjee; 100 bales cotton, Killick, Nixon & Co.; 769 packages myrabollams, Dossabhoy Merwanjee and Co.; 75 bales cotton, Forbes and Co.; 350 bales cotton, Mooljee Thackersee; 100 bales cotton, John Campbell & Co.; 50 bales wool, Soonderdass Damodar.

Simla (s), 370 bales cotton, H. Bomanjee, Touche & Co.; 81 bales cotton, Ladukbhoy Datoo; 1,0900 bags wheat, H. A. Essac.

Scanderia (s), 49 bales cotton, Dhunjee Shamjee; 67 bales cotton, Coorjee Ludha; 135 bales hemp and 73 bales coir yarn, Heerachund Cursonjee.

Sir Charles Napier, 100 bales cotton, Gaddum & Co.; 500 bales cotton, Ritchie, Steuart & Co.; 480 bundles galls, Vusraz Monjee.

FOR LONDON.

Mirzapore (s), 30 bales skins, Hajee Woosman Hajee Abdool & Co.

Simla (s), 87 packages hides, Dewjeebhoy Goolam Husson & Co.; 143 bundles hides, Hasonbhoy Goolam Hussen and Co.; 118 bales cotton, Rehemoobhoy Mahomed; 55 bales hides, Mcgjee Jewan; 29 bales hides, Meerallybhoy Dama; 9 bales hides, Ramoobhoy Russoolbhoy; 42 bales hides, John Campbell and Co.; 72 bales hides, N. Gangjee; 46 bales hides, Rehemoobhoy Kimjee.

Albatross (s), 16 packages hides, Peerbhoy Ashur; 44 bales hides, F. Cassum.

FOR TRIESTE.

Simla (s), 66 bales cotton, H. Bomanjee Touche & Co.

FOR ODESSA.

Sphinx (s), 967 bales cotton, Ralli Brothers.

FOR HAVRE.

Simla (s), 33 bales cotton, Lullobhoy Gopaldass; 221 bales cotton, George Lockhart & Co.

FOR VENICE.

Sphinx (s), 1,000 bales cotton, Remington & Co.

India (s), 50 bales cotton, Volkart Brothers.

FOR HONGKONG.

Simla (s), 50 bales cotton, Kunkler, Preiswerck & Co.

FOR MARSEILLES.

Orissa (s), 781 bales cotton, S. Tyebjee & Co.; 103 bales cotton, Currimbhoy Ebram.

28TH MAY.

FOR LIVERPOOL.

Sydney Dacres, 50 bales cotton, Nusserwanjee Manockjee & Co.

Daniel Rankin, 1,000 bundles galls, Soonderdass Vagjee.

Celestial Empire, 150 bales cotton, Anundjee Shamjee: 600 bales cotton, Grendon Tippet & Co.

Sir Charles Napier, 30 cwts. bones, Edward Bates & Co.; 550 bales cotton, Gaddum & Co.

Ashgrove, 100 bales cotton, Grendon Tippet & Co.

Stornoway 2,000 bales cotton, Ralli Brothers; 250 bales cotton, Ritchie Steuart & Co.; 20 tons old iron. S. Esoofbhoy.

St. George (s), 60 bales cotton, Mooljee Buttonsey; 76 bales cotton Esmail Rentoola; 85 bales cotton, Mahomed Esmail; 104 bales cotton, Obhaya Chapsee; 175 bales cotton, Fyetsee Cocks Hermookroy; 57 bales cotton, Hurjeewun Madowjee; 50 bales cotton, Hursookdass Chimounram; 2,500 bundles coir yarn, V. Ebramjee & Co.; 25 bales wool, C. Pittamber; 1,000 bundles myrabollams, Ralli Brothers; 1,300 bundles coir yarn, V. Ebram & Co.; 50 bales cotton, Jaitha Pursotum; 4 bales cotton and 3 bales wool, Lalljee Nanjee; 45 bales cotton, Bomanjee Yassonjee; 28 bales wool, Jacob Sawoo & Co.

Albatross (s), 85 bales cotton, W. & A. Graham & Co.; 45 bales cotton, S. Tyebjee & Co.; 195 bags myrabollams, Remington & Co.; 190 bales cotton, Wallace & Co.; 150 bales cotton, Laljee Inderjee; 50 bales cotton, H. Cooperchund; 35 bales cotton, Gaddum & Co.; bales wool, Jaitha Pursotum.

Simla (s), 270 bags wheat, Steuart, Hobart & Co.

Scanderia (s), 102 bales cotton, Owen & Okell; 150 bales cotton, R. L. King & Co.; 154 bales cotton, Campbell, Mitchell & Co.; 100 bales cotton, Greaves, Cotton & Co.; 1,920 bundles galls, Pursotum Narronjee; 69 bales cotton, Oomersee Nursee; 340 bales wool and 200 bales cotton, Lyon and Co.; 82 bales goat hair, J. Sawoo and Co.

Oriflamme, 250 bales cotton, Gaddum and Co.

Doxford, 672 bales cotton, W. Nicol and Co.

FOR LONDON.

Simla (s), 6 bales skins, H. F. Soares; 9 bales hides and skins. 3 cases cardamoms, and 4 cases ginger, B. I. S. N. Co; 80 bales hides, Carrimbhoy Ebram; 27 bales hides, Jewraj Lalljee; 30 bales skins, S. A. C. Munjee and Co.; 159 bales hides, Ladhabhoy Khaksy; 81 bales hides, J. Peerbhoy; 33 cases gum, Poonja Jewraz; 30 bales skins, H. W. H. Abdoola and Co.

FOR HAVRE.

Simla (s), 82 bundles hides, Jewraubhoy Peerbhoy; 66 bales cotton, S. Tyebjee and Co.

FOR TRIESTE.

Sphinx (s), 100 bales cotton, G. Sigg and Co; 100 bales cotton, E. Spinner and Co.

India (s), 25 bales cotton, A. Cullianjee; 30 bales cotton, Peel, Cassels and Co.; 30 bales cotton, S. Mitha.

FOR ODESSA.

Sphinx (s), 33 bales cotton, Ralli Brothers.

FOR BOSTON.

Cromwell, 200 bales rags, Farnham and Co.

FOR MARSEILLES.

Simla (s), 100 bags coffee, B. I. S. N. Co.

India (s), 50 bales cotton, Damjee Shamjee.

FOR SUEZ.

Simla (s), 26 cases silk, Behrend Brothers.

FOR HONGKONG.

Orissa (s), 27 bales cotton, Jairazbhoy Peerbhoy.

Himalaya (s), 89 bales cotton, H. Parromul.

SALES AND PURCHASES.

The following sales are reported to have been made by European firms yesterday :—

PIECE GOODS.

				Rs. A. P.
1,000	pieces	Grey Shirtings	40 inch 39 yds. 6 lbs.	4 8 0
1,500	,,	,,	40 ,, 39 ,, 6 lbs.	4 9 0
2,500	,,	,,	40 ,, 39 ,, 8½ lbs.	5 10 6
3,000	,,	,,	40 ,, 39 ,, 8½ lbs.	5 10 0
1,500	,,	,,	40 ,, 39 ,, 7 lbs.	4 13 6
500	,,	,,	40 ,, 39 ,, 7 lbs.	4 13 0
500	,,	,,	50 ,, 39 ,, 9 lbs.	6 6 0
500	,,	,,	54 ,, 39 ,, 11 lbs.	7 12 0
750	,,	,,	43 ,, 39 ,, 6 lbs.	4 8 6
1,000	,,	,,	40 ,, 39 ,, 8½ lbs.	5 12 0
600	,,	W. Loppets	40 ,, 10	1 11 0
900	,,	,,	40 ,, 10	1 14 0

COTTON.

25	candies	New Dholleras,	ready	Rs. 266
50	,,	,, Do.	ready	,, 267
50	,,	,, Do.	ready	,, 266
50	,,	,, Do.	ready	,, 266-67
25	,,	,, Verumgaum,	ready	,, 264
75	,,	,, Sawginned,	ready	,, 284
150	,,	,, Neriad,	ready	,, 257
50	,,	,, Akote,	ready	,, 274

BOMBAY GOVERNMENT TELEGRAPH OFFICE—28TH MAY, 8 P.M.

Latest dates from United Kingdom.

Via Russia, 28th May, 10-53 A.M., Greenwich time. Time in transit, 2 hours 38 minutes.

Via Red Sea, 28th May, 12-5 P.M., Greenwich time. Time in transit, 2 hours 46 minutes.

Latest dates from Continent of Europe.

Via Turkey, 25th May, 10-30 P.M., Greenwich time. Time in in transit, 56 hours 7 minutes.

Via Red Sea, 28th May, 11-10 A.M., Greenwich time. Time in transit, 2 hours 56 minutes.

Latest dates from America.

Via Russia, 27th May, 5-22 P.M., Greenwich time. Time in transit, 2 hours 19 minutes.

Latest dates from China.

Via Singapore, 28th May, 6-58 P.M. Time in transit, 3 hours 17 minutes.

The time occupied in the transmission of messages to Bombay from 8 P.M. of the 27th to 8 P.M. of the 28th May is as follows:—

To Bombay.	Max.	Min.
From Calcutta	2 44	0 1
,, Galle	5 43	2 2
,, Kurrachee	0 29	0 9
,, Madras	1 55	0 9

TELEGRAPH LINE REPORTS.

KURRACHEE, 28th May, 8 P.M.—Latest dates from United Kingdom, via Russia, 28th May, 12-44 P.M. From Continent of Europe, via Turkey, 27th May, 12-45 P.M. From America, via Russia, 27th May, 5-22 P.M. Cable right Fao; Turkish line right to Pera; Persian line right to London.

WEATHER REPORTS.

CANNANORE, 28th May, 9 A.M.—Weather cloudy, wind northwest, thermometer 86, barometer 29·080.

VINGORLA, 28th May, 10 A.M.—Weather very cloudy, wind north, thermometer 86.

CARWAR, 28th May, 11 A.M.—Weather fine, wind light, thermometer 85, barometer 29·90.

TUTICORIN, 28th May, 11 A.M.—Weather fair, wind west-southwest, thermometer 90, barometer 29·685.

MILITARY.

ARRIVALS.—MAY 28.

Neil, Assistant Surgeon, Bengal Medical Department, on furlough, from Lahore.

Ellis, Surgeon, Bengal Medical Department, from furlough, from England.

Sheppard, Lieutenant, 11th Regiment, from leave, from Matheran.

DEPARTURE.—MAY 28.

Barnard, Lieutenant, 98th Light Infantry, on leave, to Bengal.

ORDERS BY THE COMMANDER-IN-CHIEF IN INDIA.

Head Quarters, Allahabad 18th May 1872.

The C.-in-C. in India is pleased to make the following appointments :—

6th Ben. Cav.—Surg. G. Barnard, 34th N. I., to officiate in medical charge, vice Baillie, proceeding on furlough. Dated 10th May 1872.

9th Ben. Cavy.—Surg. Maj. J. W. R Amesbury, to officiate in medical charge, vice Mantell, proceeding on furlough. Dated 10th May 1872.

12th Benl. Cav.—Capt. H. A. McNair, offg 2nd Squad. Officer, to be 2nd Squad Officer, vice Jackson, appointed Aide-de-Camp to H. E. the Viceroy. Dated 10th May 1872.

Capt. J. H. Green 1st Squad. Sub. to be 3rd Squad. Officer, vice Waterhouse, who vacates on exceeding his furlough. Dated 15th April 1872.

Lt. C. Egan, 2nd Squad. Sub., to be 1st Squad. Subn., vice Green. Dated 15th April 1872.

Sappers and Miners.—Lt. A. O. Green, Royal Engrs, to officiate as Interpreter and Qr.-mr. during the absence of Lt. Stuart, on furlough. Dated 19th May 1872.

16th N. I.—Major W. A. Garden, S. C. to officiate as Second in Command, during the absence of Maj. Foots, on furlough. Dated 10th May 1872.

18th N. I.—Capt. H. R. Wintle, 1st Wing Sub., to officiate as Wing Officer, during the absence of Capt. DeBretti, on furlough. Dated 1 th May 1872.

Capt. J. F. FitzG. Co'gan, attached to the regiment, to officiate as Qr-mr. during the absence of Lt. Browne, on furlough. Dated 10th May 1872.

24 h N. I.—Lt. E. Stedman, Adjt., to officiate as Wing Officer, vice McNair, appointed temporarily to the Judge Advocate's Dept. Dated 17th April 1872.

32nd N. I.—Capt. A. P. Samuells, offg. Qr-mr., is confirmed in that appointment. Dated 10th May 1872.

33th N. I.—Asst. Surg. K. M. Downie, M. D., is confirmed in medical charge. Dated 10th May 1872.

39th N. I.—Capt. F. Gellie, Wing Officer, to officiate as Second in Command vice Wemyss, appointed to officiate as Comdt. Dated 16th May 1872.

Capt. J. H. Baldwin, Qr-mr, to officiate as Wing Officer, vice Gellie. Dated 16th May 1872.

3rd Goorkha Regt.—Capt. and Bt. Maj. C. H. S. Scott, attached to the regiment, to officiate as Wing Officer, vice Lyster, appointed to officiate as Second in Command. Dated 10th May 1872.

Delhi.—Bt. Col. D. S. Dudgeon, Ben. Inf. to command the station, vice Archer. Dated 16th May 1872.

Seetapore—Lt. and Bt. Capt. M. H. Court, General List, Cav., to officiate as Station Staff Officer, vice Beadon. Dated 10th May 1872.

Chunar.—Capt. R. F. Angelo, S. C., attached to the 1st N. I., to be Fort Adjt., vice Young, appointed Comdt. Dated 4th May 1872.

Local rank is assigned to the undermentioned officers :—

Royal Artillery.—Capt. F. H. McLeod to be Maj. from the 8th Dec. 1868.

39th Regiment.—Maj. and Local Lt.-Col. J. O. Chichester to be Col. from the 29th Oct. 1870

65th Regiment.—Lt-Col. R. H. MacGregor to rank as Lt.-Col. from the 31st Dec. 1867.

68th Regiment.—Lt.-Col. J. H. Kirby to be Col. from the 10th Aug. 1869.

Capt. and Bt. Maj. J. Spratt to be Lt.-Col. from the 8th May 1872.

70th Regiment.—Capt. C. M. Smyth to rank as Capt. from the 12th Dec. 1868.

The appointment of Capt. A. A. A. Kinloch, 2nd Batt. 60th Royal Rifles, to be a Depy. Asst. Adjt. Genl. for Musketry, published at page 198 of G. O. C. C. of the 22nd April 1872, is to bear date the 26th March 1872.

To the appointment in the 1st Benl. Cav., published at page 198 of G. O. C. C. of the 22nd April, of Capt. M. Clementi to officiate as 2nd Squadn Officer, and Lt. F. C. Burton to officiate as Adjt., add the words, "in addition to his other duties," respectively.

Lt.-Col. W. H. Finny, Ben. S. C., is, at his own request, transferred from Barrackpore to Jubbulpore, for general duty.

Capt. W. F. Dodsworth, Genl. List, Inf., is transferred for duty as a temporary measure, from the 26th to the 32nd N. I.

The leave of absence granted to Surg. J. F. Lougheed, 1st Bat. 21st Foot, in G. O. C. C. 9th April 1872, page 179, is cancelled at his own request.

The undermentioned candidates are reported to have passed the lower standard in Hindoostance on the 6th May 1872 :—

Lt. J. Leach and Hospl. Appcc. A. H. Nolan, Royal Artillery.

Private M. Byrne, 2nd Bn. 12th Foot.

Capt. G. J. Maillard, Lt. N. C. Wiseman, Lt. F. C. Maisey, Private J. Shaw, Private E. Tennant, and Private. A. Daly, 1st Bn. 17th Foot.

Capt. W. L. B. Coulson, 2nd Bn. 25th Foot.

Lt. J. P. dela P. Beresford, 38th Foot.

Sub.-Lt. C. H. M. Smith, Schoolmaster W. F. Blount, and Sergt. S. Maxwell, 70th Foot.

Hospl. Appcc. L. Naggs, Private W. Mitchell, and Private J. Geekie, 72nd Foot.

Lt. D. A. A. Macpherson and Private J. Burke, 85th Foot.

Staff Asst. Surg. A. J. Ferguson.

Asst. Surg. F. P. Ellis, M. D.

Corpl. W. E. Douglas, Public Works Dept.

Offg. Condr. T. Robinson, Comst. Department.

The following orders are confirmed :—

Presidency District Order, dated the 4th May 1872, directing Asst. Surg. E. R. Johnson to proceed to Chunar, and relieve Asst. Surg. H. Whitwell of the medical charge of that garrison.

Dum-Dum Station Order, dated the 22nd April 1872, directing Asst. Surg. W. D. Wilson, M. D., 107th Foot, Station Staff Surgeon, Dum-Dum, to assume medical charge of two companies 10th N. I., in addition to his other duties.

36th Foot.—Regtl. Order, dated the 20th April 1872, appointing Lt. G. S. Eyre to act as Interpreter, vice Lt. H. C. Cowell, proceeding on general leave, with effect from the 15th inst.

55th Foot. Regtl. Order, dated the 3rd May 1872, nominating the undermentioned officers as a committee of paymastership consequent on the departure, on sick leave to England, of Lt. W. H. Burke, officiating Paymaster :—

Capt. J. H. Sharpe, President.

Capt. G. H. Harrison and Lt. A. W. W. Money-Kyrle, Members.

Lt. Money-Kyrle will act as Paymr. on the responsibility of the committee, with effect from the 1st May 1872.

4th Bengal Cav.—Regtl. Order, dated the 27th April 1872, making the following temporary appointments, during the absence on special duty of Lt.-Col. G. C. Hankin, Comdt., with effect from the 25th March 1872 :—

Maj. E. R. C. Simpson, 2nd Squad. Officer, and officiating 2nd in Command and Squadron Officer, to officiate as Comdt.

Capt. F. P. W. Freeman, 3rd Squad. Officer and officiating 2nd Squad. Officer, to officiate as 2nd in Command and Squad Officer.

Capt. W. R. Hamilton, Adjt., to officiate as 2nd Squad. Officer, in addition to his other duties.

Capt. D. Adamson, 1st Squad. Subn. and officiating 3rd Squad. Officer, to continue to officiate as 3rd Squad. Officer, in addition to his other duties.

PUNJAB ORDERS.

(Punjab Gazette, May 23.)

Mr. R. Sanderson, Forest Ranger, 1st grade, is permitted to resign the service of Govt. from the 15th May 1872.

Mr. C. E. Fendall, Forest Ranger, 2nd grade, to be Forest Ranger, 1st grade, vice Mr. R. Sanderson, resigned.

Mr. Joseph Storr Lister is appointed a Forest Ranger, 2nd grade, vice Mr. C. E. Fendall, and is posted to the Plantation Division.

Mr. R. Pinder is appointed to officiate as Forest Ranger, 2nd grade, vice Mr. J. S. Mackay, promoted to officiate as Asst. Constr., and is posted to the Lower Ravee Division.

Maj. Harris having left the Police Dept., and made over charge on the afternoon of 15th March, the following acting appointments are made from that date :—

Lt.-Col. Perkins to act as Dist. Supt., 1st grade, vice Maj. Bamfield, Offg. as Deppy. Inspr.-Genl.

Capt. Horsford to act in 2nd grade, vice Lt.-Col. Perkins.

Capt. Tucker to act on Rs. 700, vice Capt. Horsford.

Capt. Conolly to act in 3rd grade, vice Capt Tucker.

Lt.-Col. Staples having returned to duty on afternoon of 30th March, as intimated in order No. 1068, of 19th April, the following changes will have effect from that date :—

Lt.-Col. Staples to act in 1st grade of Dist. Supts., vice Maj. Bamfield, Offg. as Depy. Inspr.-Genl.

Lt.-Col. Perkins to revert to 2nd grade of List. Supts.

Capt. Horsford to act on Rs. 700.

Capt. Tucker to revert to 3rd grade.

Capt. Conolly to revert to 4th grade.

Col. R. N. Tronson having been appointed, in order No. 853, of 3rd April, to act as Depy. Inspr.-Genl. of Police, 1st grade, the following changes are necessary from the date on which he assumed charge (afternoon of 8th April) :—

Maj. Boddam will revert to 1st grade of Dist. Supts.

Lt.-Col. Staples will revert to 2nd grade of Dist. Supts.

Mr. J. McAndrew will act on Rs. 700.

Capt. Horsford will revert to 3rd grade of Dist. Supts.

Mr. Marshall will revert to 4th grade of Dist. Supts.

From the date on which Mr. Holbrow assumed charge of Kurnool Dist. as Offg. Dist. Supt. (26th April), Mr. W. H. Mercer, Asst. Dist. Supt., will act on Rs. 500, vice Mr. M. Morris.

Lt. R. B. Lockwood, Corps of Guides, is granted leave of absence from 13th Jan. to 1st Feb. 1872, in extension of general leave granted him in Punjab Order No. 387, dated 14th Nov. 1871 to enable him to rejoin.

With

the dark form of a man doubled round as soon as it caught light of the screaming white gown. Upon this ensued what must have been a most exciting and not altogether terrible chase. The masculine shadow could, of course, outrun the swiftest-footed nun, but this inequality was balanced by the fact that the stranger was in a country which he did not know, and therefore made several desperate attempts to vault over the stone wall. Had she come up behind him when he was scrambling with arms and legs to reach the crest of the barrier, his back might have come to a tragic end, for her arm is as strong as her foot is swift. At last a wicket gate presented itself to the panting fugitive, and she saw him no more. Calling a policeman who had been attracted to the neighbourhood by the many war whoops she had sent forth, the indignant woman in white, forgetting the inviolability of the sanctuary, brought into the convent the not unwilling "Bobby" who searched the building from cellar to garret with the minutest care, in order to make sure that the burglar had not an accomplice in hiding. Nobody and nothing could at first be found, but, just as he was beginning to think that there could not be the slightest pretext for his further ministration, his practised eye discovered in the cell of Mademoiselle B——, a young nun who had lately taken the vow, a man's neck-tie and collar. Horrible is it not? and only think how sorry the Prioress is she did not find this without the aid of Monsieur le Gendarme, who of course related the adventure the next morning to his chief, who, like a good fellow that he is, told it me and all those whom he came across.

THE REPAIR OF ROADS.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—I beg to offer you a complaint regarding the negligence of the Municipality as to repairing certain roads in Bombay.

The road leading from Chinchpoogly to the Haystacks at DeLisle Road is kept in such a miserable state that neither pedestrians nor carriages can make any use of it.

The stones have all come up, and it needs much of water (which has not been put for a year) and a fresh layer of earth.

Complaints regarding this road have constantly been sent to the Municipal Commissioner but without any effect. So I would ask you, Sir, to insert this in your early issue, so as to make the matter appear more of a serious nature to the Municipality.

Bombay, 28th May. A TAX-PAYER.

THE BOMBAY MAYO MEMORIAL FUND.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—A very unfair use of the machinery of Government is being made to induce persons, willing or unwilling, to subscribe to the Mayo Memorial Fund. Circular notices signed by the Private Secretary to the late Governor have been sent to the senior officers at all stations, and are by them being distributed at the expense of Government, and with all the weight of their influence to collect subscriptions. Government servants, and all who are subject to the influence of those officers, will be obliged to subscribe, although many of them will be ill able to afford it. This is not a great public matter such as a subscription connected with a war or a famine, and people might very well be left to do as they please. It is evident that the feeling of the public is not strongly roused, and if it is found, after sufficient public notice, that only a small sum is given in Bombay, that should be sent to swell the Calcutta memorial. I write this in the interest of my poorer neighbours, some of whom are, whether they like it or not, put on committees to collect subscriptions, and are therefore obliged to give largely themselves. I am able and willing to subscribe, and have already done so, but I would rather that the affair was a complete failure than that persons were forced to subscribe by any improper influence.

V. P.

In corroboration of the statements in our correspondent's letter, we extract the following notification from the *Kattywar Political Agency Gazette* of the 6th instant:—

BOMBAY MAYO MEMORIAL FUND.

Extract from District Orders, Kattywar, by Colonel J. J. Combe, Commanding in Kattywar and Okhamundel.

Camp Rajkote, 29th April 1872.

VI.—In conjunction with the Political Agent, by desire of the General Committee for the Mayo Memorial Fund, the undermentioned officers are requested to form a Committee for the purpose of collecting funds—J. Jardine, Esq., Major Smith, 18th N. I., Major LeGeyt, Captain Watson, Captain Nutt, Krishnajee Luxman, Esq.

Major Smith, Mr. Jardine, and Mr. Krishnajee to form the Central Committee at Rajkote, to whom all funds collected by the Committees in the districts are to be sent, Major LeGeyt, Captains Watson and Nutt associating with themselves a native member to aid in the work.

(True Extract.)

JOHN JOPP, Captain, Staff Officer, Rajkote.

SIR,—I have been requested by the Committee for the above fund to ask you to take such steps, in consultation with the senior Civilian at the station, as you together may think advisable, by the formation of a Committee or otherwise for the purpose of assisting them to collect funds for a memorial in this Presidency to the late Earl of Mayo.

The exact form which the memorial should take will depend entirely on the amount collected, and will be left for decision hereafter to a public meeting for the subscribers.

—I have, &c.

GERALD SEYMOUR FITZGERALD, Hon. Secretary.

Bombay, 6th April 1872.

To Colonel J. J. Combe, Commandant 18th Regiment N. I., Rajkote.

In pursuance of the above, the President of the Committee at Rajkote requests the District Committees of the four political districts to take early steps to collect subscriptions and remit them to the officer in charge of the Rajkote Agency Treasury, who will forward them on to the Honorary Secretary at the Presidency. Funds collected at the station of Rajkote will be similarly remitted.

J. A. SMITH, Major, President Central Committee.

Rajkote, 14th May 1872.

NEWS-LETTERS.

(FROM OUR OWN CORRESPONDENTS.)

SIMLA, 24TH MAY.

GOD SAVE THE QUEEN.

I AM sorry I cannot yet report more settled weather. I do not allude to so hackneyed a topic for the sake of filling up; but it is really getting serious. If the rains which we have now had frequent and heavy for so many days do not immediately give way to clearer weather, it is to be hoped that they will merge into the regular monsoon. Otherwise a few days' summer sun playing upon the saturated valleys and the rank vegetation in them will almost certainly usher in a season of sickness and unusual mortality. The thermometer has for the last few days ranged between 54° and 61° in the afternoon, and to-day again has quite what we understand by an April look, the sun struggling to peep through the clouds and being rewarded with a brief success about once every ten minutes or so. I think, however, I may safely start for Annandale as soon as I have finished these few lines. The usual Volunteer gathering, rifle matches, and games are to come off to-day, Jupiter Pluvius permitting.

To continue and finish everything connected with Meteorology, I believe Government has in hand a vast quantity of observations on the Aurora Borealis of February last, and it is proposed to publish them with an instructive review by an eminent Indian *savant*. The publication will possibly take place nearly contemporaneously with the issue of the new five rupee notes.

I observe that Rajah Kali Krishna Dewje, Bahadoor, has been at it again. Something ought to be done in abatement of this nuisance, and men in high station should be ashamed to encourage the fatuity. The last *Stokes* are addressed to H. E. the Commander-in-Chief, who condescends to thank the Rajah for his "magnificent verses"—indeed if I recollect rightly he calls them "poetry." Even supposing the composition to be the Rajah's own, His Excellency has many a koranee and book-binding duffry in his camp who could supply him with a far more sterling article. All this undeserved petting of presumptuous self-conceited natives must have the worst possible effect upon them and induce them to believe that they are endowed with a poetic fire which it certainly has not pleased Providence to impart to them. There are poets in India, but they are not courtly ones, they are bards who feel the pulse of the multitude and patois songs about the income-tax, the local land cess, the compulsory water rates, the Punjab Tenancy Act, the C. D. Act and a variety of themes not half so agreeable to those in authority as the gratifying personal adulation of our rhythmical Rajahs. Royalty itself has fallen into the trap. Have we not seen the Private Secretary writing in the name of the Queen to thank these obscure native scribblers for their loyal but ridiculous effusions on every conceivable occasion! Would Mr. Gomez or Mr. D'Souza receive a similar mark of royal acknowledgment for much better verses, and infinitely more sincere unselfish loyalty? Ah, no! As for me—"Had I Jubal's lyre, or Miriam's tuneful voice" I should consider it a gross impertinence to intrude either of them, unasked, on the notice of Her Majesty, nay even that of her private secretary.

Major Welchman's Court-martial has excited a good deal of comment here, and the manner in which the Commander-in-Chief's remarks are to be applied gives rise to much speculation. How is the gallant officer to prove to His Excellency's satisfaction that he has succeeded in controlling his temper, an absolute preliminary to his being again entrusted with command? Will a joint certificate of good conduct during twelve months, signed by his bearer and syce, be deemed sufficient?

MHOW, 26TH MAY.

GENERAL MONTGOMERY, C.S.I., intended to have given a grand party to the children of the station on the Queen's Birthday; but, as he was unexpectedly called to Indore to be present at the Residency to meet the Holkar there on the same day, it has been postponed *sine die*. The mention of the General's name reminds me of the conjectures of a great many as regards his coming up from Khundwah by so uncomfortable a mode of travelling as the mail cart. My idea is that, as usual with certain parties in this very obliging place, whenever a man in authority is expected he was asked by more than one to be allowed the honour of bringing him up with their private carriages and horses, "free, gratis, and for nothing;" and that the wily General—he is an astute old Indian—seeing in this an earnest of more valuable favours expected from, than those proposed to be conferred on, him, took a step which, while avoiding the unpleasantness of taking one party's carriage and horses and giving offence to others, had the still greater advantage of showing those over whom he was to rule that he is as active and energetic now as he was in his younger days.

The all-engrossing topic among Europeans is the tragedy which was enacted here on Friday last in the 15th Hussars, one of whom blew his own brains out. Why the man did such a dreadful deed is a complete mystery. But no doubt that corps' reputed complete system of interior economy will enable the authorities to find out the real cause.

Among natives the question of questions is what is to be the decision of the "Great Commissariat Contract Arbitration Board?" which has been sitting on several occasions this week. To most in Mhow the case is pretty well known, and therefore the great interest excited; and as it is not unlikely that it may shortly come before the public, I will give you a short history of it. A general impression prevails that Commissariat contracts are very paying affairs and very easy to manage. "All is not gold that glitters." The case refers to a transaction of so far back as 1862, when one Cowasjee Nusserwanjee, acting for Merwanjee Cooverjee & Co., and one Hormusjee Furdoonjee, acting for Dadabhoy Merwanjee, took an extensive Commissariat contract for grass. In those days there was no Col. FitzWygram to be particular to a shade as regards the quality of supplies, and so some seventy-three lacs lbs. were supplied very expeditiously. But I forgot to say that though the two gentlemen abovenamed were the contractors *ex officio* as it were with Government, others subsequently came on the field, namely Dadabhoy Merwanjee, Merwanjee Cooverjee & Co., Dorabjee Pestonjee, and Dadabhoy Nusserwanjee, who, (as very often the case in Commissariat contracts at Mhow) bought up the interest of the parties in whose name the engagement was originally made. Through the praiseworthy exertions of Dadabhoy Nusserwanjee, (who knew all about grass ever since he was brought up by one of your oldest local celebrities, Mr. Elliott, the renowned owner of "Ruby" of sporting fame) and the tact and "management of Hormusjee," the large quantity required was, as I said before, speedily supplied; but it appears they could not unfortunately combine economy with expedition, since the transaction, the receipts for which from the Commissariat were only 31,000 rupees, resulted in a loss of twenty-four thousand rupees. Hormusjee died a few years ago, and as for Dadabhoy no doubt he was disgusted with the result, and that may account for his tardiness in closing the accounts connected with the business, since they have remained unsettled, it appears, for ten long years. Or perhaps it may be because he has been, ever since the supplying part of the affair was finished, so very particularly busy in connection with certain duties he has to perform, that no time was left him. But there is a limit to forbearance, and so some of the parties, apparently getting no satisfaction from either the Dadabhoy who spent the money or the other Dadabhoy who is supposed to have given it him to spend, threatened legal proceedings. It is unfortunate, I think, in the interests of the public, that legal proceedings were not resorted to (as I believe some facts would have transpired which would have thrown a good deal of light on the interior economy of the Commissariat,) but arbitrators were appointed to settle the long pending dispute. "But take comfort Hal." The character and qualifications of the arbitrators are a guarantee that, if there has been anything wrong, it is sure to be brought to light by them. The contending parties have placed themselves under two leaders, Dadabhoy Merwanjee who wanted to buy a part of the Agiary premises, and Merwanjee Cooverjee & Co., who publicly and successfully protested against the same being allowed to be bought by that gentleman. Not much love is lost between them, and "when Greek meets Greek then comes the tug of war," and the fight at the Arbitration Board promises to be long and furious, the board consisting of Futtychund, of the Cantonment Committee's office, and Cooverjee Bomanjee under Merwanjee Cooverjee & Co., and Jeythmul, of the Executive Engineer's office, and Buchraj (the man who avowed that he was selected by a lot of people to bribe, and did bribe, a public functionary) under Dadabhoy Merwanjee. There will be some very difficult points for the arbitrators to decide on. But I am reminded, that my letter is getting too long already, so more anon.

P.S.—I forgot to say that some nine deaths have occurred within the last week in the 49th Regiment—all I am sorry to add, suffering from cholera. It is hoped the regiment will soon be free of this pestilence.

THE FUTURE BLACK COUNTRY OF INDIA.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—In continuation of my letter of the 1st instant I will go on with the description of Chanda.

The Chanda jail, a new building that has sprung up in the citadel, is deficient both in ventilation and in the arrangement of the wards, and, like all D. P. W. buildings, leaks, I hear, like a sieve whenever it rains. The place is kept very clean, and the prisoners, of whom there are about a hundred and fifty, look like prison birds all over India, sleek, fat, and contented. The manufactures do credit to Dr. Cragge, the superintendent of the jail, who has also got up a lithographic press, where a vernacular paper is printed.

Besides the ruins I last mentioned, the tombs of the Gond Rajahs are worthy of notice. They are in the Saracenic style—domed buildings—with fountains in the area. Close to these is another beautiful temple built in sandstone, having pannelled walls on which are carved figures in bas relief depicting hunting and battle scenes, while four tigers are placed rampant on the pinnacle of the temple. The crest of the Gond Rajahs is sculptured in several parts of the tombs, and also on the gates of Chanda:—it is a griffin killing an elephant. This crest is placed on the centre of the Union Jack that floats over the gate of the city, and if the present savage remnants of the aboriginal Gonds contrast unfavourably with their better ancestors of old, the cosmopolitan banner of St. George can well afford to cackle the unearthly brood of griffins under its wings, if but to raise them to something of their ancient greatness.

I regret to state that the Chanda fair of the 1st May proved unsuccessful, and rumours of bad crops, &c., are afloat, to explain the cause of the failure. On the Nizam's side, however, a different story is whispered, and runs as follows. I wrote in my last that the cattle about these parts are in excellent condition, and the same opinion appears to have been entertained in Hydarabad, from whence an order was issued to the civil authorities stationed here to spend 5,000 rupees in purchasing cattle. Such a bargain would have been perfectly feasible, if they had resorted to legitimate means to attain their object; instead of which, the authorities forcibly seized the cattle of such persons as were starting for the seat of the fair. I need hardly remark that the measure failed signally in attaining its object, but the *moral* of the proceeding is significant, and is but an instance of the arbitrary proceedings that deter progress in the Nizam's country.

The road from Chandah to the coal fields is merely a cart track over rocks and through jungles and black cotton soil. The Wurda river at Sastee is a fine stream, a quarter of a mile wide, with steep banks forty feet deep, and containing plenty of water. The broken nature of the country, which is cut up with a network of ravines, gives evidence of its being completely flooded during the rains. The coal fields of the Nizam are to the south of the Wurda river, which forms the boundary between the Nizam's dominions and British territory. Coal lies on both banks of the Wurda, those to the north being worked at Wurora and Ghugus, and that to the south at Rajoree and Sastee. The whole appears to be one continuous strata with several faults which cut the coal off on both sides, the geological features presenting a somewhat disturbed appearance. There is an outcrop of coal on the right bank of the Wurda, near Sastee, and 600 yards S. E. of this the seam was pierced at a depth of 60 feet, the present site of the Salar Jung Shaft. The strike of the coal is in a direct line along the valley of the Wurda—from the outcrop at Sastee to another outcrop at Authergaum—and the dip is south, towards a chain of hills running parallel with the river distant 12 miles, which is expected to be the limit of the coal field in that direction. To the south of the Wurda, the strata has a very gradual dip, in fact almost horizontal, while towards the north it is very steep.

The village of Sastee contains about 500 huts, and is eight miles from Chandah. This and the larger village of Rajore, distant four miles S. E. of it, are the head quarters of the Nizam's coal-mining operations. Both of these places are reputed feverish, and the surrounding country beyond a radius of six miles is very jungly. Several Europeans are working here, and have up, to date, taken 13 borings over a tract of five square miles, and are sinking three shafts in the vicinity of Sastee. Of the borings, the whole of them proved successful, and with regard to results, two show seams 30 and 50 feet in thickness, a third penetrated 31 feet of shaly coal, and three others pierced thinner seams, of which the greatest is under 10 feet in thickness. Of the shafts, the Salar Jung or A shaft, Sastee, has been sunk to about 80 feet from the surface, including 18 feet depth that has been entered into the coal. The sides are lined with excellent masonry, and the results have realised the most sanguine expectations that have been raised regarding them. The B shaft, Dooptalla, distant two miles, is sunk to a depth of 60 feet without arriving at the coal—much water is encountered, the shaft making 7,000 gallons in twelve hours. The C shaft, intermediate between the above two, is sunk to a depth of 32 feet, but the works are stopped, pending the arrival of a pumping engine to overcome the large quantity of water that is encountered. The success of the above works reflect great credit on Mr. C. White, Superintendent, one of the most able and energetic of the Nizam's engineers, and on Mr. T. M. Hardy Johnston, the enterprising Secretary to Government.

With regard to the quality of the coal, it is supposed to be the best that has yet been discovered in India, the layers now excavated at the Salar Jung shaft being in good strong bands that do not deteriorate nor fall to pieces on exposure to the weather. It may be mentioned that three years ago the Naib of Sastee excavated 50 hand-loads of coal from the outcrop, the whole of which has since been consumed in the blacksmiths' workshop. This coal is slaty and dull, but burns with a clear red flame, without caking, leaving a white ash, and consuming over 75 per cent. Of course, the quality at the Salar Jung shaft is very much superior to that at the outcrop, but even this latter can be turned to good account, for it is expected to answer well for marine boilers, as it does not cake, and will consequently keep the furnaces clear.

About a mile to the west of Sastee, a ridge of sandstone runs N. E. and S. W., that divides the coal strata into two beds; and again N. W. of this ridge, distant three miles, the *Talcher* rocks, that lie below the coal, are visible, thus cutting off the coal that lies to the west of the ridge from the coal at Khemsi. Mr. Feddon, the Government Geologist, was engaged in surveying the country from the Painganga towards Sironcha. He observed that the *Parakas*, or rock strata, that lie above the coal, are visible only at intervals, as the whole country is covered with an immense deposit of alluvium, and, till this is penetrated, it is difficult to say with certainty what coal lies over the whole track. He consequently suggested that boreholes should be sunk at intervals in the deltas of the numerous streams to prove the coal beds. At Panchgas, S.E. of the ridge and about 8 miles S. E. of Sastee, some coaly shale is to be seen in a nullah, and the probabilities are that nearer the hills the coal will be better, as it will be deeper. The area actually tested by boring is 5 square miles, and supposing an average thickness of 15 feet of coal to be over this track, a total of 132,400,000 tons of good average Indian steam coal is arrived at. Of course, it will be useless to establish collieries just now, in fact, not till the railway is constructed, and all that need be done is to sink shafts and run out narrow galleries laterally to prove the extent of the seams and the quality of the coal. These can afterwards be enlarged for working purposes.

There is an immense track of coal-bearing country which has not been tested by boring, from Sirpur along the Wurda up to the Painganga on the Nizam's side, and from thence into the Berars in nearly a straight line, being the line of strike. The outcrop of coal at one end at Authurgaum and the late discovery of coal at Sakra in Berar by the British prove this to be the line of strike. The distance is about 60 miles, and that from the river to the hills on the south about 10 miles; thus the area of country showing the probable extent of the coal fields made by observation is about 600 square miles. Further, it is the belief that the coal follows the course of the Paingunga also, and there are even hopes of discovering coal in the Godavery valley near Chinoor, as the formation of the country there gives indications of it. And here, talking of the probabilities of coal in the different localities, reminds me that Dr. Stanborough of Madras reported that he discovered coal that was visible on the right bank of the Prenitta, between the Bibberee river and the village of Sultee. The above ostensible discovery is said to have secured the enterprising Doctor a handsome bonus of 2,000 rupees, but subsequent experiments have proved the so-called coal to be nothing but old red sandstone that on exposure to the weather had become jet black and had a shining appearance. So much for the geology of yon child of Æsculapius, and for the profit and loss attached to a bonus!—Yours, &c.,

23rd May. EXILE.

BOMBAY.

THE BAND of the 19th Regiment N. I. will, for the future, play at the Esplanade bandstand on Saturdays only.

EDUCATIONAL.—Mr. W. K. Chatfield, Principal of the Elphinstone College, assumed charge of his new office as Acting Director of Public Instruction on Monday.

KNOCKED DOWN BY A HORSE.—A Marwaree was knocked down by a horse on the Esplanade on Monday. He received some serious injuries, and was sent to the Jamsetjee Hospital.

THEFT.—Mr. Dosabhoy Framjee yesterday sentenced one Bhickoo Luxmon to six months' imprisonment on a charge of having committed theft of a turban, belonging to one Atmaram Raghoonath.

THE PARSEE FIRE TEMPLE AT WOODWARA.—On Monday a large number of Parsees, both from Bombay and Gujerat, visited their principal fire temple at Woodwara on account of the "Adar Jasan" festival.

ATTEMPTED SUICIDE.—A Parsee named Nusserwanjee Eduljee, residing in the native town, attempted to commit suicide on Monday by taking a quantity of arsenic. He was conveyed to the Jamsetjee Hospital.

THE JUDICIAL COMMISSIONER OF SIND.—Mr. Raymond West, Registrar of the High Court, who has been recently appointed Judicial Commissioner in Sind, will leave for Kurrachee on or about the 8th of next month.

POOR BOX.—The Senior Magistrate of Police acknowledges, with thanks, the receipt of one rupee from Captain J. Babington, Superintendent of the G. I. P. Railway Police, contributed to the Fort Police Court poor box.

THE REGISTRARSHIP OF THE HIGH COURT.—We understand that Mr. Birdwood, Acting District Judge of Rutnagherry, who was offered the Registrarship of the High Court, Appellate Side, has declined to accept that appointment.

GRANT ROAD THEATRE.—We would remind our readers that Mr. and Mrs Bennee, assisted by the Bombay Amateur Dramatic Society, will perform the sensational drama "The Ticket of Leave Man" this evening at Grant Road Theatre.

CASTE DISPUTE.—Although Mr. Mahiputram Roopram, who some years ago visited England, is still out of caste, we see that his children and relatives have been re-admitted into caste, and the other day some of the Nagur Brahmins dined with them.

SUSPECTED OF THEFT.—Yesterday, in the Fort Police Court, a Hindoo named Balloo Witoo was sentenced to two months' rigorous imprisonment by Mr. Dosabhoy Framjee for having in his possession a piece of cloth reasonably suspected of being stolen or fraudulently obtained.

ASSAULT.—At the Girgaum Police Court, yesterday, Cowasjee Eduljee and Bomanjee Eduljee, carpenters, were charged with committing an assault against the person of one Lulloobhoy Tribhowan at the Grant Road Station of the B. B. and C. I. Railway Company. Defendants were adjudged guilty and fined ten rupees each.

ACCIDENT.—On Monday, at the 5th Khetwady lane, a man named Dewjee Nanjee, a manufacturer of country gunpowder, was seriously burnt by the explosion of a quantity of gunpowder. He was removed to the Jamsetjee Hospital. It appears that the man has been carrying on the manufacture of gunpowder for the last twenty years at the above place.

DEATH OF THE GAEKWAR'S DEWAN.—A private telegram was received in Bombay on Monday announcing the death of Rao Bahadoor Gopalrao Myral, Dewan to the Gaekwar of Baroda. Deceased was a wealthy banker at Baroda, and his name was well-known throughout the Bombay Presidency as that of a honest and trustworthy merchant. Mr. Gopalrao tried his utmost to induce the Gaekwar to introduce various changes into the Baroda State, which were urgently required. It was Mr. Gopalrao who assisted the late and the present Gaekwars in pecuniary matters, and in times of difficulties his advice was very often sought for by these native potentates. By the death of Mr. Gopalrao the Gaekwar has lost one of his most confidential friends and advisers. Mr. Gopalrao had been ailing for some time, and he was under the treatment of the first native physicians of Bombay.

SHIPPING ITEMS.

THE S.S. YEDDO, 1,477 tons, Captain J. P. Anderson, arrived yesterday from London (April 20th), via Suez Canal, with a general cargo and the following passengers:—Captain and Mrs. Cumming, Dr. and Mrs. Ellis, Mr. Wells, Mrs. Addis, Mr. and Mrs. Murray, Mr. Cracroft, Mr. Walker, Mr. Coles, Mrs. Garston, Mr. Murray, and Mr. Nusserwanjee. The vessel touched at Port Said, Suez, and Aden, and consigned to Messrs. W. and A. Graham & Co.

STATE OF THE TIDE AT BOMBAY.

HIGH WATER.		MAY—JUNE.	LOW WATER.	
Time.	Height.		Time.	Height.
H. M.	FT. IN.		H. M.	FT. IN.
4 0 m	2 4	Wednesday ... 29	10 10 m	4 3
4 56 a	4 8		11 30 a	3 0
5 29 m	2 0	Thursday 30	...	...
6 5 a	4 4		11 30 a	3 0
6 57 m	2 5	Friday 31	0 45 m	3 10
7 9 a	4 4		0 52 a	2 8
8 11 m	3 2	Saturday 1	1 48 m	4 7
8 8 a	4 4		2 7 a	2 9
9 7 m	4 2	Sunday 2	2 39 m	5 3
8 53 a	4 0		3 2 a	2 11
9 53 m	5 0	Monday..... 3	3 10 m	5 11
9 36 a	4 1		3 50 a	3 0
10 35 m	5 7	Tuesday..... 4	3 58 m	6 6
10 13 a	3 11		4 52 a	3 0

Last Quarter, 29th, 7h. 2m p.m.

REDISTRIBUTION OF POLITICAL DISTRICTS, KATTYWAR.

THE Governor General in Council having sanctioned the redistribution of the political districts in Kattywar, in order to provide for a Judicial Assistant to the Political Agent without additional charge, the following arrangements have been ordered in accordance with the instructions of the Government of Bombay:—

Western Division to be broken up.

Mr. John Jardine, C.S., Acting First Political Assistant, to act as Judicial Assistant to the Political Agent, having his head quarters at Rajcote, with political charge of the States of Nowanuggur and Dhecle.

Major P. H. LeGeyt to be First Political Assistant with political charge of the Southern Division, head quarters at Maneckwara. The talookas of Porebunder, Drapa, Umrapur, and Gondul (the last for statistical returns and inter-jurisdictional work only), have been placed under this division.

Captain John W. Watson to be Second Political Assistant with political charge of the Northern Division, head quarters at Wudwan. The talookas of Mallia, Jalia, Dewanee, and Morvee (the last similar to Gondul), have been placed under this division, from which Jadun and Anundpoor are withdrawn.

Captain H. L. Nutt to be Acting Third Political Assistant with political charge of the Eastern Division, head quarters at Songhud. The talookas of Jusdun and Anundpoor are placed under this division.

Mr. J. Crowley, Acting First Extra Assistant, will remain at Rajcote, having charge of the remainder of the former Western District, consisting of some petty talookas.

THE ATTEMPT TO CHEAT THE FIRM OF MESSRS. EWART, LATHAM AND Co.

AT the Fort Police Court yesterday, before the Senior Magistrate, Dewsee Jewraz and Nursee Loeladhur were again placed at the bar, and charged with attempting to cheat the firm of Messrs. Ewart, Latham and Co.

Mr. Peile appeared on behalf of the prosecution; Mr. Chalk for the defence.

Mr. Robert Leslie Crawford said—I am a partner in the firm of Messrs. Remington and Co. On the 29th February last I attended at the godowns of the Fort Press Company with Captain Dixon to examine some cotton bales which were lying there. I had gone to the godowns at the request of Messrs. Ewart, Latham and Co. There were 57 fully-pressed bales there. They were marked D in a diamond and D below the diamond. This (marked C) resembles the covering of one of the bales. I do not remember seeing any marks on the coverings indicating where the bales had been pressed. I opened six bales. These six bales were taken from different parts of the godown, and I found them to contain rubbish, droppings, and refuse yarn, and the bales smelt strongly of oil. Exhibit A is the description of stuff which those six bales contained. The stuff contained in this exhibit A is of very small value, and would most decidedly not be worth £9-10 to £10 a bale. Bales of fully-pressed cotton of the description contained in the exhibit are very liable to spontaneous combustion when shipped. There were no other pressed bales in the godown besides these 57 bales.

Mr. Chalk, for the defence, declined to cross-examine the witness.

After the examination of some other witnesses, the magistrate adjourned the case for further enquiry till Monday next.

SPORTING.

A CRICKET MATCH was played between the Byculla Cricket Club and the Rising Star Cricket Club on Friday the 24th instant, which was won by the former by five wickets and three runs. The following is the score:—

BYCULLA CRICKET CLUB.

	1st Innings.		2nd Innings.
A. Williams, b. Eduljee	5	b. Eduljee	19
J. Stephen, c. Dinshaw	5	b. Maneckjee	3
T. Edington, b. Dinshaw	1	b. Aspandiarjee	5
T. Taylor, c. Sorabjee	2	b. Aspandiarjee	0
H. Millard, c. Pestonjee	6	c. Dinshaw	4
C. George, b. Maneckjee	2	c. Dossabhoy	2
E. G. Lemos, b. Eduljee	4	not out	23
H. Graham, c. Dinshaw	25	not out	11
H. Harrison, b. Dinshaw	24		0
T. Graham, c. Dinshaw	14		0
E. Watkins, not out	2		0
Byes	3		5
Leg-byes	0		0
Wide balls	0		0
No balls	0		2
Total	93		78

RISING STAR CRICKET CLUB.

	1st Innings.		2nd Innings.
D. Virjee, run out	2	not out	44
D. Limjee, c. Williams	0	b. Harrison	7
H. Nusserwanjee, c. Harrison	9	s. Graham	7
Aspandiarjee, stumped Graham	1	c. Edington	4
E. Bhicajee, b. Harrison	6	c. Graham	8
Sorabjee, b. Graham	2	c. Lemos	6
Luckmidass, b. Harrison	2	b. Graham	18
Dinshaw, c. Harrison	4	s. Graham	11
M. Bezonjee, c. Graham	0	b. Harrison	15
Cowashee, not out	4	b. Graham	8
Byes	2		8
Leg-byes	1		2
Wide balls	0		5
No balls	0		0
Total	31		137

On Saturday the 25th instant the Byculla Cricket Club eleven again took the field against eleven of the 83rd Regiment Cricket Club, in which they were again victorious. The following is the score:—

Byculla Cricket Club.		83rd Regt. Cricket Club.	
1st Innings Runs	68	1st Innings Runs	36
2nd do. do.	61	2nd do. do.	56
Total	129	Total	92

Byculla Cricket Club won by 37 runs. Considering the Club had been started only three months ago great credit is due to the members.

MURDER OF A WOMAN AT DHOOLIA.

AT a sitting of the High Court, Appellate Side, on Thursday, the Hon. Mr. Justice Bayley and the Hon. Mr. Kemball disposed of the case of the Queen vs. Goomar Shendia, a Bheel. At a Court of Criminal Sessions held at Dhoolia, before Mr. G. M. Macpherson, Session Judge, the accused, committed by Mr. G. Anderson, full-power magistrate in the district of Khandeish, was charged under section 302 of the Indian Penal Code with having on or about 21st January last committed murder by causing the death of his wife Mantbli. It appears that accused was living with his wife and two children, one of whom was a baby. One morning a man named Dama heard a dispute between accused and his wife, who wished her husband to procure medicine for the sick child. He refused to do so, and said it might die. Immediately after this he heard her cry that she was beaten, and going out saw her husband holding her hair with one hand, while with the other he struck her forcibly on the side of the head with a stone. She then fell. Not content with this, accused took a stick and beat her with it on the side, and then went away with his bow and arrows, leaving his wife dead. The police were sent for, and after some days the body, then decomposed and blistered, was buried. Accused was found in foreign territory; and confessed having killed his wife because of a quarrel with her about the baby for which she wished medicine brought. The Court, concurring with the assessors, found the prisoner guilty of the offence, and sentenced him to death. The High Court, on a review of the proceedings, altered the sentence of death passed upon the accused to one of transportation for life.

THE Empress Eugenie's collection of water-colour drawings will shortly be disposed of by auction in London.

HIGH COURT JUDGMENTS.

AT the High Court on Monday, Sir Michael Westropp, Chief Justice, delivered judgment in the following cases:—

ABAOSHA ALLY SAHIB ALLY v. CASSERAO BABA SAHIB HOLKAR AND OTHERS.

This case arose on a Master's special report dated 14th September, on plaintiff's motion to confirm the same, and on exception filed by first four defendants. It was an old equity case which had been argued at very considerable length. It originated in the late Supreme Court, and had been the subject of a decree passed by the late Chief Justice of that Court and the High Court of Bombay. Unfortunately the nature of the account decree did not tally with the nature of the agreement proved, and this had been the cause of much confusion. It was very singular that that variance had not been discovered—and that some measures had not been taken to rectify it—long ago, as the result was now almost a complete dead-lock. His Lordship adhered to the opinion which he had formed during the hearing of the case in December last, when it was very ably argued before him, that the Master had formed a correct estimate of the evidence; and in any case, his finding would have been greatly influenced by the conclusion of so intelligent and careful a Master as Mr. Fox. The arguments in the case seemed to take the form of an argument on Further Directions rather than one upon exceptions to Master's Report, and that, probably, was the natural result of the state of affairs. As to the law of the case on the report, Rule 371 of the old Supreme Court set forth that in all matters referred to him the Master should be at liberty upon the application of any party interested to make a separate report or reports from time to time as to him may appear expedient—the cost of such separate reports to be in the discretion of the Court. It was impossible, his Lordship thought, so far as his view of the case extended, that this report of the Master's could be considered as a final report, and he would have been at a loss to make any such decree upon it as the plaintiff desired. What the Master had done was simply to bring to the notice of the Court the state of affairs as he found it upon the evidence before him in his office. Yet the fact that the Master was warranted in his facts did not leave the matter open to exception. In saying, however, that the exceptions must be overruled, and overruled without costs, His Lordship considered that the state of things that had arisen was due very much to inattention on the part of those who took out the decree. He was not to be considered as making a decision in favour of the plaintiff's case as it stood on the record, or intimating an opinion that it was one upon which he would be entitled to relief. From all he had seen, the case had now reached the proper stage for a compromise. (A laugh.) He was not at all clear that it was his duty to go out of his way in the least to press a compromise upon the parties in such a case as this. He was not at all certain that the parties were not justly punished in entering into such ruinous litigation. But, on the other hand, he did not feel sure that the parties would feel punished by the continuance of the suit, for it seemed to him that they were playing at law like a long game of billiards which each party was unwilling to terminate. He hoped it would be distinctly understood by the counsel for the plaintiff that in overruling the exception, and in saying that he considered the facts had been correctly estimated by the Master, he did not intimate any opinion as to the nature of the decree that could be made upon the report as it stood. He had never seen a more decided case of deadlock. It would now be for the plaintiff to consider his position with reference to further proceedings. His Lordship concluded by saying that he would merely be wasting time in attempting to go through the evidence. He had already suffered enough in personally going though the details of the case without inflicting them upon others.

IN RE EAST INDIA BANK AND ACT X. OF 1866, AND THE PETITIONS OF BYRAMJEE PESTONJEE AND OTHERS.

In this case, or rather stratum of cases, the main object of the petitioners was to set aside a sale to a person named Nancy Dhulbee on the ground of its being a fraudulent transaction. He is said to have been a mere puppet of the liquidators, on whose behalf he is said to have acted, and it is said it was fraudulent on the part of the liquidators to sell to him. The sale took place under a resolution passed at the meeting of the shareholders—a meeting the legality of which had been impeached. Counsel had been asked for an instance in favour of the proceedings sought by the petitioners. Mr. Latham cited a case, but it was not in point, inasmuch as it was a case in which directors were compelled to refund moneys considered to have been improperly obtained, and no case had been cited of the setting aside of so large a transaction of the nature of this one. His Lordship thought that of the inconvenience and impropriety of setting aside these sales a better illustration could not be found than the case before the Court. Every shareholder might file his petition, and it would be quite a mine for costs if proceedings such as this were set aside. Therefore, so far as these petitions sought to set aside the sales, they were dismissed, with costs, but without prejudice to a proper suit being instituted for the purpose if parties should be so advised. That portion of the case being disposed of His Lordship could see no object in removing the liquidators, because the main reason for their removal was the alleged fraudulent sale. However, he was not disposed to dismiss the appeals entirely, and he would be disposed to let the petitions stand over to abide the result of any action that might hereafter be instituted. It had not escaped his observation that these petitioners did not seem to have had a meeting of shareholders to discuss the various questions, and any impeachment of the acts of the liquidators therefore came into Court under unfavourable circumstances.

Mr. Macpherson submitted that some limit should be fixed as to the date on which a future action should be brought.

The Chief Justice—Probably you would like to have it heard before me again; so let it be eight months hence.

Mr. Macpherson mentioned that the purchaser was now dead, but he left a will, on which probate had been taken out.

His Lordship said that in that case the purchaser's representative could act.

NUSSERWANJEE BOMONJEE V. BHUGWUN

be given back Rs. 2,000 out of the amount paid by him to purchase the right for that purpose.

Mr. Peile moved that the petition be not entertained. The motion was seconded by the Chairman and carried.

A letter from Hurry Bhanjee and others, stating that the transfer of the collection of town duties from the Custom authorities to the Traffic Manager of Bunders has resulted in much good to the merchants, was recorded.

Colonel Hancock's letter in connection with this petition, which has been published, was recorded.

The next item was a petition from Hajee Chota Peer Mahomed, and others, inhabitants of Don Tar, complaining of the bad state of the road, and the absence of gas light in their street.

Mr. Peile explained that there was no money to be expended on gas fitting at present. The following resolution was proposed by Mr. Sorabjee Shapoorjee Bengalee, seconded by Dr. Dallas, and carried—"That Hajee Chota Peer Mahomed be informed that there are at present not sufficient funds to light Don Tar Street, and that the state of the roads will be inquired into."

The Chairman read a letter from the Municipal Commissioner, No. 2,800, forwarding copy of a letter from the Executive Engineer regarding sanction to the levy of a fee for permission to raise storeys of houses.

After some discussion this item was allowed to stand over till the next quarterly meeting. A letter from the Municipal Commissioner, No. 2,137, submitting, in accordance with section 32 of the Municipal Act, tabulated statement of contracts entered into by him, was recorded.

Mr. Sorabjee Shapoorjee Bengalee proposed—"That the tabulated statement submitted by the Acting Municipal Commissioner of contracts entered into by him be advertised in one English, one Guzrathi, and one Marathi paper." The proposition was seconded by Mr. Wood and carried.

The next item was a petition of Mr. Coen, dated 26th March, submitting his claim for the balance of his salary for the month of April 1871, and the Municipal Commissioner's report thereon.

Mr. Maclean proposed and Dr. Dallas seconded—"That Mr. Coen's claim for the balance of his salary should be recognized and the balance of his salary be paid." The proposition was lost.

Mr. Peile applied for the sanction of the Justices to certain bye-laws and a table of fees. He said they had been advertised in the *Government Gazette* and in the public papers, and there was therefore no necessity for him to go into them.

He proposed, and Mr. Dosabhoy Framjee seconded—"That bye-laws relating to the town duties, the storing of kerosine oil, schedule of fees to be charged in the Executive Engineer's Department, and the standing and carrying fees."

The proposition was put to the vote and negatived.

The Chairman then read the next item:—Papers forwarded by the Municipal Commissioner on the subject of a reference from Government as to the additional aid which the Municipality may be able to give to the Vaccination Department.

Dr. Blaney said that until they got further information as to the sum requisite, he would propose that a reasonable sum be passed by the Bench.

Mr. Wood, while fully appreciating Dr. Blaney's sentiments, thought that the Municipality should not take it as a matter of general expenditure, and he thought that it would not do for the Bench to pledge itself to anything, although it was desirable that small-pox should be stopped.

Dr. Blaney then proposed, and Dr. Cook seconded—"That the Municipal Commissioner be authorized to re-appropriate from some other fund an additional sum not exceeding Rs. 3,000 for extending vaccination during the present year."

The proposition was carried unanimously.

This ended the list of business, and the meeting then separated.

THE OVERLAND MAIL.

BEGINNING on the day after to-morrow, the overland mails will be despatched from Bombay on Fridays during the monsoon months. The steamer will leave at seven in the evening, and letters will be received as usual at the General Post Office up to 5-30 P.M.

(ADVERTISEMENT.)

BOMBAY MAYO MEMORIAL FUND.

ADDITIONAL DONATIONS.

Brought forward.....	Rs.	7,125	0
Hon'ble Munguldass Nathoobhoy, C.S.I.	„	250	0
Framjee Nusserwanjee, Esq....	„	100	0
Colonel Wilkins, R. E.	„	10	0
General Adams	„	20	0
Officer Commanding 1-2nd Queen's Royal Regiment.....	„	62	12
Officer Commanding 6th Regiment N. I..	„	25	0
Commissariat Department, Belgaum	„	26	0
Commissary of Ordnance, Belgaum	„	12	0
Total....		7,630	12

Subscribers are requested to pay their Donation into the New Bank of Bombay.

G. T. ROBINSON, Honorary Secretary.

THE CARWAR STATE RAILWAY.

COLONEL HANCOCK has placed on the Editor's Table the papers relating to this Railway on which the recommendation of the Government of India that the line should be constructed was based. We publish this morning Colonel Kennedy's very cautiously worded despatch:—

From the Secretary to the Government of Bombay, to the Secretary to the Government of India.

SIR,—I am directed to transmit to the Government of India plans, estimates, and reports in connection with the proposed railway from Carwar to Gudduk. These papers give full information as regards cost, grades, curves, comparative length, &c. It will be seen that the cost of the line from Gudduk to Carwar is estimated at Rs. 84,18,513, being an average of Rs. 58,186 per mile, including rolling-stock and compensation for land, but that the position of the station in Carwar is left unsettled, and that the estimate does not provide for some minor works and improvements in the location and gradients of the line. The addition of the cost of these supplementary works, together with an allowance for insufficiency, in a few instances, of rates and quantities, will increase the estimate for the Carwar Railway to about 90 lakhs or Rs. 69,000 a mile; adding 10 lakhs for the improvements to the port of Carwar which will be necessary if it becomes the terminus of the railway, the outlay on the complete projects will amount proximately to a million sterling.

2. The project, as now submitted, contrasts very favourably as regards probable outlay, as well as in other respects, with that prepared by Mr. Buchanan, in 1869, and the estimate for such a work over such a country cannot but be considered very moderate, while, on the other hand, it seems to have been framed on covering rates.

3. Assuming that the railway from Gudduk to Carwar alone is made, it is shown by Colonel Trevor, in his report No. 2781 A, dated 29th September 1869, that the total bulk of the through goods traffic between Carwar and the Southern Mahratta Country, allowing for development of trade, will be approximately 85,000 tons per annum, of which about 60,000 tons would consist of exports (including 35,000 tons of cotton), and 25,000 tons of imports. The average mileage of this traffic, measured from a point half-way between Hoobly and Gudduk, would be (say) 125 miles, and it would probably bear an average rate of 2 annas per ton per mile. The gross earnings from this source may, at this rate, be put down at $\frac{\text{Rs. } 85{,}000 \times 1258}{8}$ = Rs. 13,28,125, or Rs. 9,180 per mile per annum.

4. The local goods traffic will be small; there will be some timber and firewood to offer from the Canara jungles, both up and down, and some interchange of commodities between the towns above the ghauts; but the total earnings from goods on the entire line will be about Rs. 10,000 per mile per annum, and, compared with other railways, this is a high figure. Adding Rs. 3,000 per mile for passengers and miscellaneous traffic, the total annual receipts from all sources work out Rs. 18,80,967, or nearly the same as the amount given by Mr. Forde, which has also been calculated from Colonel Trevor's figures in a somewhat different manner.

5. Mr. Forde has, however, it is thought, underestimated the cost of working. The expenses of the railways in this Presidency average from Rs. 4 to 5 per train mile, not 1½ rupees as estimated by Mr. Forde. That sum is not much in excess of the average charge of the Locomotive Department alone.

6. Making all the allowances for the differences in the composition of trains made up, as Mr. Forde proposes with narrow-gauge stock, but also bearing in mind the heavy character of the line as regards grades, &c. it will not perhaps be greatly beyond the mark to allow Rs. 3 per train mile for the cost of working on the Carwar line. According to Mr. Forde's figures, this would bring up the working expenses to Rs. 10,29,838, or 55 per cent. of the earnings, and the profit would be about 7½ lakhs per annum, or 8½ per cent. on a capital of 90 lakhs. This is probably much nearer the true figure than Mr. Forde's estimate of 16 per cent., and is a result that would fully justify the execution of the line.

7. It must be borne in mind, however, that the above profit of 8½ per cent. has been worked out on a maximum traffic. For the first few years after the line is opened, the profit would, no doubt, fall short of this sum, but there is reason to believe that the line from Gudduk to Carwar, if no other line is constructed to compete with it, would pay 5 or 6 per cent. from the commencement, more especially if its construction is found to justify the calculations that have been made, and that it will strongly stimulate the movement that is already partially in progress, as regards the transfer of the trade from the neighbouring ports of Compta and Vingorla to Carwar.

8. That such a transfer would eventually take place there can be little doubt; but experience has shown in other cases that it is very difficult to alter long-established channels of trade, and that the process is slow, especially in India, where deeply-rooted local prejudices have to be contended with.

9. In the remarks of Mr. Forde on the probable effect of a railway on the assessment of the neighbouring districts, His Excellency, I am desired to say, concurs so far that he is advised that the early construction of such a line would justify an increase of the rates on the re-settlement of the district now about to be made, though not perhaps to the extent that is contemplated by Mr. Forde. That this is an important consideration, and one which should not be lost sight of, is apparent from the accompanying letter from Colonel Anderson, Survey and Settlement Commissioner, Southern Division, who calculates that a speedy commencement of this railway would justify an increase of rates amounting in the aggregate to 1½ lakhs per annum.

10. On the whole, therefore, it seems to this Government a good case has been made out in favour of this line, and that sufficient data is now before the Government of India to enable them to obtain the permission of the Secretary of State to make an early commencement of the work. As regards the conflicting claim of a line from Dharwar cotton districts to Sholapoor, it does not seem to this Government that the question need at present be considered. The Carwar line is projected as the terminal portion of the narrow-gauge system which is intended to serve this part of India, and it is an object to establish, if possible, Carwar as an independent port of import and export: and though it may hereafter be advisable to connect the Dharwar narrow-gauge system with the Great Indian Peninsula at or about Sholapoor, such a scheme does not now seem needed in supersession of the line for which a project is now forwarded.

11. This Government concur generally in Mr. Forde's proposals for working the line, and they agree with him that a special establishment and a special class of engines are not required for working the ghauts.

12. A memorandum, written by Captain Hancock, on the route from Gaddak to Bellary is appended.

13. In conclusion, I am to observe that should the Government of India consider the results now reported to be sufficiently favourable to justify the immediate commencement of the work, this, Government will be glad to receive instructions to that effect, otherwise a season may be lost; but if it should be thought necessary to refer the matter to the Secretary of State it is hoped that no time will be lost.—I have, &c.,

M. K. KENNEDY, Colonel, B.E.,
Secretary to Government.

Bombay Castle, 21st November 1871.

THE KHUNDWAH AND INDORE RAILWAY.

THE following copy of letter from the Board of Directors of the Great Indian Peninsula Railway Company to the Under-Secretary of State for India, with enclosed Report from their Consulting Engineer, Mr. Berkley, on the subject of the proposed Narrow Gauge Line of Railway between Khundwah and Indore, dated the 8th day of March 1872, has been laid before the House of Commons:—

Great Indian Peninsula Railway Company,
Offices, No. 3, New Broad-street, E. C., London,
8th March 1872.

Sir,—I am requested by the Board to forward herewith copy of a report by Mr. Berkley, the Company's Consulting Engineer, dated the 22nd February ultimo, upon the decision come to by the Government of India to construct the State Railway from Khundwah to Indore upon the narrow gauge of 3 feet 3⅜ inches; and to say that the Board regard it as a great misfortune that that railway, which will ultimately form a through communication between the systems of the Great Indian Peninsula and the East Indian Railway Companies (whose lines are constructed on the broad gauge), should, for the very trifling saving pointed out by Mr. Berkley as likely to be effected, be formed on any other gauge than that of the main trunk lines in India.

The Board submit this subject for the earnest consideration of the Secretary of State.—I am, &c.,

THOS. R. WATT.

Herman Merivale, Esq., C.B.,
Under-Secretary of State for India.

9, Victoria Chambers, Westminster, S.W.,
22nd February 1872.

Dear Sir,—I have read and considered the documents named in the margin, from which it appears that it is proposed by the Government of India to construct a line of railway, from Khundwah on the Great Indian Peninsula Railway, to Indore, a distance of 86 miles, on the gauge of 3 feet 3⅜ inches, at an estimated cost of about £8,572 a mile, exclusive of outlay on "preliminary expenses, engineering, rolling stock, stations, and workshops;" the addition of which to the other works would, in my judgment, make the estimated cost of the line not less than £11,000 a mile, or a total of £946,000.

11 November 1871. Letter from Deputy Secretary to Government of India to Superintending Engineer, Indore State Railway.

16 October 1871. Memorandum by the Consulting Engineer to the Government of India for State Railways on the Indore Railway project.

2. About the year 1862, it was proposed to construct this line on the standard gauge of 5 feet 6 inches, at an estimated cost of £982,000, and inquiries were then instituted which seem to have shown that the objects to be obtained were important.

3. In the report to the Secretary of State for India 1870-71, by Mr. Juland Danvers, this railway is also referred to as probably forming a link in the chain of railway communication between Bombay and Agra and Delhi. From this it would appear that the Indore line is not one which under any circumstances can be regarded as a mere branch to convey the products of a comparatively unproductive district to the main line of railway.

4. The width of gauge of this railway, and the avoidance of the break of gauge at its junction with the Great Indian Peninsula Railway, are questions seriously affecting, not only the interests of the Government of India, but also those of the railway company. I therefore venture to submit to the Board of Directors the following remarks, which appear to me to derive some of their weight from the fact that the determination of the width of gauge has been already altered from the narrow to the standard gauge of 5 feet 6 inches on the Carnatic and Hyderabad branches, neither of which are likely to become, as it is intimated the Indore line may become, a part of one of the most important lines of railway communication in India.

5. The subject of gauge has received much attention from me since I had the honour of being one of the representatives of the 4 feet 8½-inch gauge before the Royal Commissioners, who instituted an exhaustive inquiry and series of experiments, and presented to her Majesty in the year 1846 a valuable report of the width and uniformity of gauge.

6. Probably few persons having any acquaintance with the working of railways will deny the abstract proposition that a break of gauge is a serious evil; but many, who have not much experience, will be found to suggest devices long since urged as sufficient means of mitigating the evil, but which have been tried and condemned.

7. Obsolete arguments may also be revived to prove that the evil is measurable by a small charge for the transfer of goods or minerals, and some slight inconvenience to passengers, the amount of which would be far more than counterpoised by a saving in the construction of cheaper railways; and the convincing fact may be disregarded that the most stubborn advocates of diversity of gauge (the advisers of the Great Western Railway Company) have not only abandoned all the expedients which they represented with so much ability would be efficient, but have expended very large sums of money to avoid that break of gauge which, before they had gained experience, was represented by them as an evil of little practical importance.

8. It is, therefore, necessary to direct attention to the subject of the break of gauge before I consider whether any pecuniary advantage would result from the proposed construction of the Indore line on a gauge of 3 feet 3⅜ inch.

9. After a most patient and elaborate inquiry, by evidence and experiment, in the year 1846, her Majesty's Commissioners, Sir F. Smith, and Professors Airy and Barlow, arrived at the following conclusions:—

1st. That the break of gauge would inflict considerable inconvenience on passengers by ordinary trains.

2nd. That goods traffic generally has been restricted by the break of gauge that existed at Gloucester.

3rd. That the effect of a break of gauge on the conveyance of troops might expose the country to serious danger.

4th. That no method proposed would remedy in any important degree the inconvenience attending a break of gauge.

5th. Now that railways are spreading and becoming interlaced, it is imperative that a wider spread of the evil of the break of gauge should be prevented; and

6th. The expedient of additional rails to avoid a break of gauge is not free from difficulties beyond that of expense,—its adoption ought not to be permitted.

10. In addition to these conclusions, which appear in the report of the Royal Commissioners, the Astronomer Royal expresses himself as follows:—

"I express my own opinion, without hesitation, that the Government of the country will not have done its duty in the matter of railways until such arrangement shall be made that loaded railway carriages may travel from one end of the kingdom to the other without interruption, and this can be effected only by carrying one gauge of rails through the whole country."

11. In England this wise and prudent advice has been adopted, having been forced by facts, and experience on those who were, at the time it was tendered, unwilling to adopt it; but it is now said, that although "in this country, where, within short distances and with immense traffic, a break of gauge has been found to be most burdensome and objectionable, the condition of things is very different in India."

12. With reference to this statement, I would observe that the chief point of break of gauge in England was at Oxford, on a line extending from London to and beyond Birkenhead: and the remedy for the evil involved a very large outlay of money, and the introduction of additional complication and risk of accident.

13. I would also state that, from my personal experience of the conduct of traffic on Indian Railways, I cannot admit that even the transfer of passengers at the break of gauge will be accomplished with as great facility in India as in England; while the transfer of goods and minerals will entail greater evils, the delays will be greater, the loss by want of care and pilfering, and the deterioration of the quality of the coal now found in Western India, will certainly be greater; and the danger which may arise as a consequence of the effect of a break of gauge in the conveyance of troops, will out of all doubt be more serious and imminent.

14. On this last point it is superfluous for me to add to the forcible representations of the eminent engineers who have already reported on the subject.

15. Mr. Bidder, after pointing out the superiority of the rolling stock of the standard gauge over that of a 3-foot 6-inch gauge, and the importance of having the power of using the rolling stock of several railways in a case of emergency, states that a break of gauge would be a fatal obstacle to the prompt concentration of masses of troops in a particular district where they may be urgently and immediately required.

16. Mr. Hawkshaw in still greater details sets forth the same views, and with much earnestness directs attention to the importance of avoiding a break of gauge (certainly on main lines of communication, or those which lead to places of commercial or political consequence), in a country where, with comparatively a small army, a vast territory may have to be guarded; and concludes his remarks on the subject with the following words:—

"It would be singular if, in this country, we, who have had larger experience than any other nation, were deliberately at this time of day to make a change in India which would almost set at naught the advantages of railways for military purposes."

17. Again, Mr. Fowler, in a report which commences with a reply to the request of the Secretary of State for India, that he should consider "the question of the precise gauge and general character of the proposed narrow gauge railways," ends with the following words, in reference to the case of the Indus Valley Railway. After advising that the standard gauge should be retained, he says, "The cost of working and maintenance will be less, the commercial convenience for through traffic will be greater, and in the event of political emergencies it cannot be doubted that uniformity of gauge for the railways near the Indian frontier is a matter of very considerable importance."

18. With these opinions I entirely concur, and I venture to represent that the concurrent testimony of men conspicuous for their knowledge of railways, and the still more conclusive evidence of established facts in relation to a break of gauge, prove that the evils which would arise from its introduction at Khundwah, under the circumstances of the Indore line, would be serious, and only justified by some very large savings of expenditure or other considerable advantages.

19. The estimate for the 86 miles of proposed railway to Indore amounts to about £8,572 a mile, exclusive of items, which will increase the sum to about £11,000 a mile.

20. For the purposes of this review of the subject I propose to adopt this estimate; though my personal knowledge of the part of India, especially of the valley of the Nerbuddah, a river which at the point of crossing is said to be "2,500 feet wide, with a flood-rise of about 66 feet," leads me to regard a large per-centage for contingencies as a necessary addition to any estimate based on a preliminary survey, and to entertain grave misgivings as to the probability of a railway being completed within the amount of such an estimate.

21. The consideration, however, of the question of comparative cost, and other advantages, will be based on the assumption that the proposed railway on the 3 feet 3⅜ inches guage, can be completed and furnished with rolling stock, &c., for £11,000 a mile.

22. To this sum must be added an estimated amount of saving per mile, by the adoption of the narrower gauge, in order to produce the comparative cost per mile of a railway on the standard gauge which will admit of the passage of the carriages and waggons of the existing railways to pass over it without interruption.

23. Without a section of the line under discussion, it is not possible to estimate this amount otherwise than approximately, but as the probable average saving by a reduction of gauge from 5 feet 6 inches to 3 feet 6 inches has been separately estimated in different ways by Mr. Hawkshaw and Mr. Fowler, and as each of them arrive at the conclusion that such saving will amount to about £800 a mile, I shall adopt that sum as approximately correct (subject to the remarks that I shall shortly have to make), and assume the cost of a light railway on the 3 feet 6 inch gauge from Khundwah to Indore, as fairly estimated at £11,800 a mile, and the total difference of cost of the 86 miles at £68,800.

24. Before, however, this sum can be placed to the credit of the 3-feet 3⅜-inch gauge, it will be necessary to consider whether the circumstances give rise to costs of any kind which will neutralise this credit, for instance—

1st. There will be the extra cost of the Khundwah station, arranged for the transference of passengers, troops, goods, and minerals.

2nd. Extra annual working expenses at that station to be capitalised.

3rd. Extra outlay will arise from the necessity of purchasing new rolling stock sufficient by itself to meet the demands of the traffic of the Indore line at all times instead of employing a part of the rolling stock of the Great Indian Peninsula Railway, the surplus of which would be available to meet any special requirements of the traffic of this line.

4th. It must be assumed that a separate locomotive and carriage department from that of the trunk railway, must be established on the line of different gauge.

25. In the estimate of Mr. Hawkshaw, which shows a saving of £760 a mile due to the narrower gauge, the cost of stations and of carriages and waggons are taken as equal on the two gauges, and the capitalisation of the extra annual outlay at the junction station, and of the locomotive and carriage department, is not noticed, but under the head of "Contrast between the two propositions," Mr. Hawkshaw refers to the extra cost of new rolling stock, and the cost of transference at the junction, which he states would turn the scale in respect to costs against the adoption of the narrower gauge.

26. Without these deductions there would be a saving by making the Indore line on the 3-feet 3⅜-inch gauge of about 7 per cent. of the estimated cost of the railway.

27. With these deductions this small per-centage will probably altogether disappear, and leave devoid of any justification the construction of an inferior railway from Khundwah to Indore, by means of which a break of gauge will be introduced into an important line of railway communication.—Yours, &c.

T. R. Watt, Esq. GEORGE BERKLEY.

INDIAN ITEMS.

THE WEATHER AT UMBALLA.—We have the most extraordinary weather for this time of the year. Whilst the denizens of the Ditch are sweltering from the heat, we are having pleasant weather up here. The mornings and evenings are deliciously cool. The change has been occasioned by heavy downpours which we have had for the last few days. The natives say that the rain will prove injurious to the corps.—*Mofussilite*, May 25.

THE VICEROY AT UMBALLA.—The Viceroy arrived here at 1 o'clock A.M. yesterday by a special train. He was met at the Railway station by the Major General Commanding the Division and by all his staff, and by the heads of departments. We noticed also the new Commissioner, the Deputy Commissioner, the District Superintendent of Police, and a large number of regimental officers of the station. There was a guard of honour composed of a detachment of the 72nd Highlanders. His Lordship, accompanied by his personal staff, departed soon after arrival in carriages provided by the Maharaja of Puttiala for Kalka, whence he proceeds immediately to Simla.—*Ibid.*

THE WEATHER IN THE PUNJAB.—Dust-storms, followed by heavy rain with thunder and lightning, have been frequent this last week and the air is cool and moist. There are indications, to reason from the record of past years, that this year will, so far as Lahore is concerned, be one of unusual heat and also rain. If this apparently paradoxical prophecy prove correct, October will be more than usually unhealthy.—*Indian Public Opinion*, May 24.

CONTROL OF GUARANTEED RAILWAYS.—There is a rumour of a probable absorption of the Audit Departments of the Scinde, Punjab, and Delhi Railway and East India Railway as a preliminary to more complete control of Guaranteed Railways. Though far from complete, the reports of last year threw so much light on the causes of receding merchandize traffic, that new committees are being formed this year with larger powers, extended field of observation, and more time allowed for preparation and submission of their reports.—*Ibid.*

A NEW MEDICAL COLLEGE FOR LAHORE.—It is rumoured that part of the money contributed by the young Nawab of Bhawulpore in honour of the Duke of Edinburgh's visit to the Punjab, which was to have been expended on an ornamental tank, is to be devoted to the building of the new Medical College which is about to be erected. The site is opposite the Cutchery and quite close the Anarkullee Dispensary.

THE SIND, PUNJAB, AND DELHI RAILWAY.—The Government, it is said, propose doing away for the future with the offices of Agent and Traffic Manager as separate appointments, and wish to amalgamate the two offices, getting out a man from England who will undertake the work on a very reduced salary. This, however, is strongly objected to by the Board of Directors, and I fancy will not be carried out. The under-officering of the Traffic Department is already too unpleasantly experienced by the public, and it seems very remarkable that such a proposition should have ever been seriously entertained by the Government, with a line 600 miles in length, with a good deal more traffic than a man with the dual duties of Agent and Traffic Manager on his hands could manage.—*Lahore Correspondent of Pioneer.*

THE PROSECUTION AGAINST COLOR-SERGEANT NEILD of the 1st Battalion Her Majesty's 3rd Regiment, "The Buffs," was heard before the High Court, North-Western Provinces, last week, and resulted in an acquittal. The prisoner was charged with having committed criminal breach of trust between the months of November, December, and January last, and it was alleged by the prosecution that he had made away with 20 hogsheads of malt liquor and 150 gallons of rum while he was in charge of the regimental canteen at Benares. The case occupied the attention of the Court for over two days and a half. The Hon'ble Sir Robert Stuart, Chief Justice, presided, and, in a very lengthy and impartial address to the jury, put before them the various points of law and of facts for their consideration. The jury retired for upwards of an hour, and brought in a verdict of "not guilty." The Government Advocate appeared for the prosecution, and Mr. Warner, barrister-at-law, for the defence.—*Pioneer.*

THE VICEROY AT CAWNPORE.—The Governor-General and the gentlemen of his suite, with the Officiating Commissioner of Allahabad, arrived at Cawnpore about 6 P.M. on the 22nd. The chief civil and military officers of the station received His Excellency, who immediately drove from the railway station to the Memorial Garden, under a salute from the A Battery of the 19th Brigade of Artillery encamped near the station. The road traversed by the procession was kept by the 1st Bengal Cavalry and patrolled by district police. In order that no delay or interruption might occur in the Governor-General's movement, no presentations were made, and the public were excluded from the line of road occupied by the troops and the Memorial Garden. The Chief Commissioner of Oudh occupied a seat in His Excellency's carriage. Large numbers of people were collected at points favourable for obtaining a view of the procession, and the line of the Ganges Canal, which was parallel with part of the route, was thronged with spectators from the city. The crowds were regulated by the municipal police, under the directions of Mr. Goad, the District Superintendent of Police, who was honoured with His Excellency's personal acknowledgment of the efficiency of his arrangements. The Viceroy, after inspecting the Memorial Statue and the Garden, drove to the Memorial Church which is being erected by the Government of India on the site of General Wheeler's intrenchment. The interior was lighted up by blue lights. The design and progress of the building, the position of the intrenchment, and the localities made memorable by the catastrophe of Cawnpore, appeared to excite His Excellency's warm interest. The return drive was taken through the lines of the European infantry to the railway station, where the Governor-General invited several gentlemen who had been in attendance on His Excellency to dinner.

The Viceroy and suite proceeded on their journey to Simla after spending a little more than two hours in Cawnpore.—*Pioneer.*

THE FURLOUGH RULES—A GRIEVANCE.

(*Englishman.*)

A SERIOUS injustice has been brought to our notice in connection with the Indian army furlough rules, which contrasts strangely with the growing liberality evinced in the late changes in the system. Under the rules of 1796, officers were entitled to three years' furlough on private affairs after ten years' service. This period was not allowed to count as service for pension; but an officer might from time to time take sick leave in India, Australia, or Cape Colony, on Indian pay and allowances, which should count as service.

In 1854 the Staff Corps rules were issued, under which officers could take two years' furlough on private affairs after ten years' service, and a further period of two years after other ten years' service, both periods counting as pension. Under these rules, which were compulsory for officers entering the Staff Crops, sick leave was no longer to count as service. In 1868 an entirely new set of rules were issued, under which officers might take two years' furlough after their first eight years' service, on 50 per cent. of Indian pay and allowances, or, if without appointment, on a minimum allowance of £250, and a year's furlough after every succeeding six years' of service, to count as service in the same proportion as under the Staff Corps rules, with the limitation that only eight years' furlough should be taken during the entire period of service.

There are officers in India who, after taking furlough under the old rules of 1796, were brought compulsorily under the Staff Corps rules, and who are now debarred, on the one hand, from counting their furlough as pension, and on the other, from the six years privilege. We could imagine nothing more opposed to the spirit of the late changes than these disabilities. When the authorities determined to allow furlough to count as service for pension, it is scarcely conceivable that the grounds on which they acted were applicable only to men taking furlough after the promulgation of the rules of 1868. If it is a just and proper thing that furlough should count as service, it is surely as just and proper for officers who happened to have taken their furlough under the old rules as to any others, and they should have the benefit of the discovery. So we think the object of allowing more frequently recurring periods of furlough, viz., that of enabling officers to take advantage of our improved communications, and, by visiting Europe at shorter intervals, keep themselves *au courant* with the knowledge of the day, is one that is applicable to all officers alike. It is true that under the new rules an officer cannot take his fourth year of furlough till after twenty years of service, and that consequently, if he has taken three years furlough at the end of ten of service under the old rules, he suffers nothing as regards the maturation of his claim to a fourth year's furlough by having to wait ten years before he takes it. But, on the other hand, there is a hardship in having to wait ten years at all, while others can get leave at intervals of six, and as the total amount of furlough allowed is limited, it is evident that no disadvantage could arise to the State from allowing another year of the amount in such a case to be taken after the expiration of six years from the last furlough. At all events, the privilege would be an insignificant one compared with the disadvantage under which an officer, situated as we have described, lies in being unable to count his former furlough as service.

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Bombay, 28th May 1872.

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INTEREST is allowed at TWO PER CENT. on daily balances.

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HENRI DUVAL, Acting Manager.

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